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No. 20,579

號九十七百五零萬二第

日三十月五年子甲

HONGKONG, SATURDAY, JUNE 14TH, 1924 六拜禮

號四十月六年三十國民華中

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Manager.
Hongkong, September 2th, 1921. [38]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon.....dep.	8.41	9.15	10.25	12.00	1.18	4.34	5.37
Yanmat.....dep.	8.51	9.25	10.35	12.09	1.27	4.43	5.37
Shatin.....dep.	9.03	9.38	10.50	12.21	1.39	4.55	5.50
Taipei Market.....dep.	9.17	9.52	11.03	12.34	1.52	5.08	6.03
Fanling.....dep.	9.22	9.57	11.08	12.38	1.56	5.12	6.07
Shung Shui.....dep.	9.33	10.08	11.19	12.48	2.06	5.23	6.17
Shum Chun.....arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.13
Shung Shui.....dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19
Fanling.....dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23
Taipei Market.....dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33
Taipei.....dep.	7.47	8.34	11.03	12.07	3.27	5.04	5.37
Shatin.....dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50
Yanmat.....dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.04
Kowloon.....arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling.....dep.	7.45	11.30	2.30	8.30	10.15	1.05	5.00
Shatin.....arr.	8.40	12.25	3.15	7.15	9.00	11.10	2.00

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SCOTTISH LETTER.

THE LONDON SCOTTISH AT
MESSINES.

TRIBUTE BY KING ALBERT

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, May 7th.

The King of the Belgians has paid a signal tribute to the citizen soldiers of Great Britain by unveiling at Messines a monument to the London Scottish. The memorial, which stands on the crest of the famous Messines Ridge between Messines and Wytschaete, marks the furthest point reached by the London Scottish during the battle of October 31st and November 1st, 1914. There is little about the present appearance of the Ridge to recall the hundred glorious fights of which it was the scene. On either side of it stretches a green and well-tilled country dotted with the red brick of newly built farms and cottages. Messines itself has risen a firm neat village of red brick from the smoking ruins of the war, and a good flint road now runs along the saddleback of ground for the possession of which so many gallant soldiers gave their lives during the struggle for Ypres. Kemmel Hill, stolid witness of so many scenes of tragedy and heroism, looks now over a landscape from which the forces of man and nature have almost obliterated the ugly scars of war. The London Scottish Memorial has been erected on the roadside facing the hill, and looks down upon the way by which those it commemorates advanced. It is in the form of a Celtic cross of Aberdeen granite set up on a mound in such a fashion that, as seen from the road, it stands clear on the skyline the most distinctive landmark of Messines Ridge.

THE REV. A. G. FRASER'S NEW APPOINTMENT.

The new University College which the Gold Coast Government is establishing at a cost of £250,000 on a site covering nearly four square miles outside Accra is to have as its first Principal the Rev. A. G. Fraser, the present Principal of Trinity College, Kandy. Mr. Fraser, who is son of the late Sir A. H. L. Fraser, K.C.S.I., was born at Tillicoultry, and was educated at Merclinton. After being travelling secretary of the Student Volunteer Missionary Movement, he worked for some years under the Church Missionary Society in Uganda before going to Kandy in 1904. Interviewed before he left for six weeks' stay in Ceylon to complete his work there, Mr. Fraser said that he hoped to make the new University College a microcosm of up-to-date education in Africa right from the kindergarten stage to that of a University and teachers' training college. Mr. Fraser, who has written largely on educational questions in the East, was in 1922 chairman of the important Commission on Village Education in India.

A STRIKING CONTRAST.

The Scottish visitor to Belfast feels quite at home. He might be in another Glasgow. The business world is the same, likewise the ways of doing things, and the general pervading spirit is just as he finds in any other so-called city. In Dublin there is an old-world air, a living in the past, an indifference to the present and all suggestion of activity and progress. We have heard a Scotsman say that the most "foreign" town he ever was in was Dublin. A remarkable instance of this difference between the two cities is mentioned by a gentleman who has just returned from a visit to Ireland. Within the last two years, he says, both Belfast and Dublin have been the victims of civil war, which was marked by fire-raising and murder. In Belfast multitudes of factories, warehouses, shops, and residences were destroyed by arson; to-day you would have to take an hour's walk to find the faintest trace of this destruction. In Dublin public buildings were blown up and rows of shops and warehouses burnt down; these are all in ruins at the present moment. Even in some places, as around the Four Courts, the slates and window panes, which were broken by the force of the explosion that blew up neighbouring buildings, are still broken.

MARRIAGE.

At Merchiston, Banff (the residence of the bride's sister, Mrs. F. A. Watt), on Monday, May 5th, by the Rev. Dr. W. S. Bruce, Robert Campbell Edwards, Hongkong and Shanghai Bank, late Yokohama, to Heather Abercrombie (Harry), daughter of the late Dr. E. P. Macfarlane, Japan.

CADDIES AND THE GAELIC.

I had occasion to go over a West Coast links the other week, where the caddies criticised their "mon's" play in the Gaelic. As far as I could make out, they had Gaelic words for all the shots. It is a bit disconcerting when a caddy converses in a "foreign" language. It is bad enough when you are on the hill with a ghillie and you miss an easy shot, but when you are on the golf course, and the caddy says something like "alltagaibhannach" when you pull your drive, it makes that most difficult of games even more difficult.

Perhaps you have sometimes a similar experience in the East.

OLD GOLF AND NEW.

I have been reading a book a century old which refers, among other things, to the game of golf. The writer recalls that in his youth it was played with "frank and free hilarity." He laments that the new style of his day is to "stalk over the ground with a gravity which would be an acquisition to a funeral procession. And, I reflected, we certainly have not recovered from the infliction of seriousness.

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DON'T FORGET!

LAST SHOWING OF

THE BRITISH GREAT PICTURE

"MILESTONES"

"As I pass each milestones by,
That tell me of the fleeting years,
And looking back down life's highway,
What memories blind my eyes with tears,
A friendship true, a love sublime,
Oh happy days when youth was mine."

TO-DAY

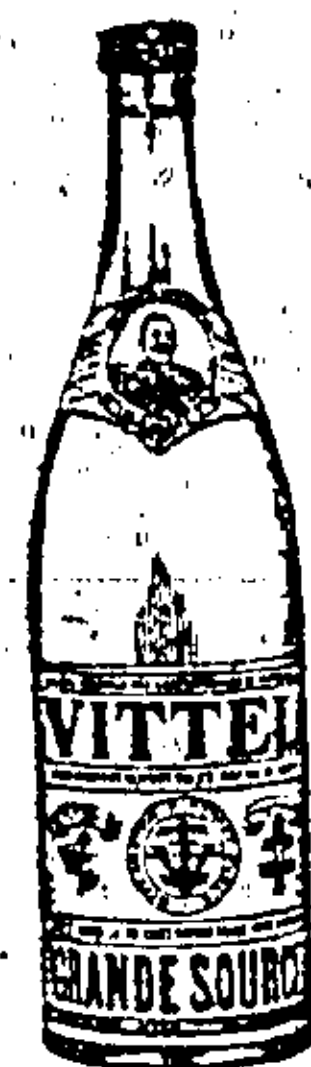
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Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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Lot.	MARKS	A/c M/s. R. NEGRE	No.	Pkgs.	DATE OF STORING
25117	RN 150	37 3/4	31 1/2	7 c/s Mellow	29/10/20
26470	RN 845-N	5 3/4		4 " Yelt Hats	1/1/20
26719	" " " "	9 15		7 " " "	18/1/21
28245	" " " "	400 277		2 " Brandy (coalbuts empty bottles)	1/12/18
28727	" " " "			4: c/s Wine	28/4/19
Lot.	MARKS	A/c MESSRS. FLOQUET & KNOTH	No.	Pkgs.	DATE OF STORING
24080	F 641	9/12		2 c/s Woolfens	13/10/20
24083	" 580	102 1/2		2 " "	27/10/20
" 641		104		1 " "	" "
24111	" 447	110 1/2		1 " "	12/11/20
" 447/572		112		1 " "	" "
" 572		112		1 " "	" "

A/c MESSRS. SOUTH CHINA TRADING CO., CANTON.

Lot.	MARKS	No.	Pkgs.	DATE OF STORING
24665	SUT 0	1/10		10 c/s Window Glass
	T Co.			6/10/20

A/c MESSRS. SOUTH CHINA TRADING CO., HONGKONG.

Lot.	MARKS	No.	Pkgs.	DATE OF STORING
28084	K 100			3 lxs Tinplates
				29/10/19

BUTTERFIELD & SWIRE,

Agents, HOLT'S WHARF.

Hongkong, 10th June, 1924.

THE PHANTOM DOLLAR. CHINESE COIN'S RECORD FALL.

The N.C. Daily News of June 10th says:

On Sunday last the Chinese dollar, dropped to its lowest point, in relation to the tael, on record. It was quoted at \$1-Tls. 0.700375. Yesterday it had recovered a little and was worth just over 71 tael cents. In China money talks more loudly than in most countries, and, according to native authorities, the burden of its tale is "Shanghai belongs more safe." Huge payments of dollars are made out this season of the year for the valuable cargoes of silk that gravitate to the coast ports for export. These dollars in normal times are used or hoarded in the interior, but conditions are such at the present time that no wealthy Chinese feels safe in his own country. His dollars, therefore, make their way back with all speed to Shanghai and flood our banks to such an extent that banks are willing to sell them at the discount above mentioned. But not only has the big dollar depreciated in value, its lesser brethren have dropped in even greater proportion.

To those not too familiar with our complicated exchange system, it may be said that the tael is simply a certain weight of silver of a definite purity, and that its value (which is the value of silver as a metal) is governed principally by the desire of foreign countries to acquire or get rid of it. The old Mexican dollar, which was imported to China, is now no more, its place having been taken by a native dollar of less assured purity. The 10 and 20-cent coins into which this dollar is divided are becoming baser and baser as time goes on, and the 20-cent coin is supposed to contain 12 per cent. of silver, but those now in general circulation only contain 60 per cent. The 10-cent coin has not yet received the unwelcome attentions of the coiners or minters, so that two 10-cent coins are now worth about 5 per cent. more than one 20-cent. And so the game goes on until the humble copper cent is discovered—about 200 of which are now worth a big dollar.

To those who are interested in numismatics the following values may prove interesting:

\$100 in copper cents—Tls.	33.90
\$100 in 20-cent (silver)	37.37
\$100 in 10-cent (silver)	69.00
\$100 in silver dollars	71.12

These facts may serve to explain to some extent that oft-repeated question of the newsmen in dollars. There is no such thing as a tael. It is fast becoming evident that there will soon be no such thing as a dollar.

DEPRESSED RUBBER.

AN EXPLANATION.

Some remarks are made in their weekly circular by Messrs. Sanderson & Co. by way of explaining what they term the depressed fog of pessimism which has recently enveloped the rubber market. The position as shown in the first four months of this year is slightly improved. Supplies from all producing countries are slightly less than during the same period of 1923. London stock is slightly lower, and American imports for the first four months point to a requirement for the year in excess of the majority of estimates. We must look to other causes for the lack of confidence, which they think is to be attributed in part to the fact that American buyers have entirely altered their system of purchasing, and that this factor has not hitherto become sufficiently patent to planters to enable them so far to alter their methods of selling to counter the changed conditions. Added to this condition the market has lost the monetary support of very large body of outside investors and speculators, the majority of whom have cleared their positions, and have for the present ceased to take any interest in the market. As a result old stocks and arrivals have to be financed practically entirely by the few dealers, and by the planters themselves, or sold to unwilling consumers in competition with constant cheap offers from Singapore, Java and Ceylon. It is estimated that of the London stock at least 20,000 tons is now held by planters and importers, an unusually large proportion. Consumers everywhere are generally working on much lower stocks, due partly to the uncertain and difficult position of industry, and partly to the fact that the Restriction Scheme in itself insures a sufficient supply for the world's consumption for some time to come at a comparatively moderate advance. Producers are compelled to hold larger stocks, which entails sound finance, and finance has never been a very strong point in the equipment of the planter as a class.

To those impressed with the idea that lower value is due to concerted action or manipulation on the part of American consumers, they point out that an average price of under 1s. on spot for the current quarter (May to July) would entail a reduction of 5 per cent. in the allowable allowance for August-October, and that this reduction would be cumulative during the ensuing quarters until the price touched an average of 1s. 9d. per lb. Therefore, a reduction in the present price for the next two or three months would automatically force the market up to 1s. 9d., which would scarcely be to the advantage of the alleged manipulators of the price. If, on the other hand, the process of band to mouth buying now in vogue in America is due to a fortuitous set of circumstances, which they regard as more probable, it is clear that consumers must be more often, and more consistently, in the market.

Sir Arthur Keith told the Dental Board of the United Kingdom at the Royal College of Surgeons last night that there had been an increase of over half an inch in recent times in the length of the face. "We must be careful," he said, "to take account of the fact that we expect with an income-tax of 4s. 6d. in the pound."

The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exploded gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing the sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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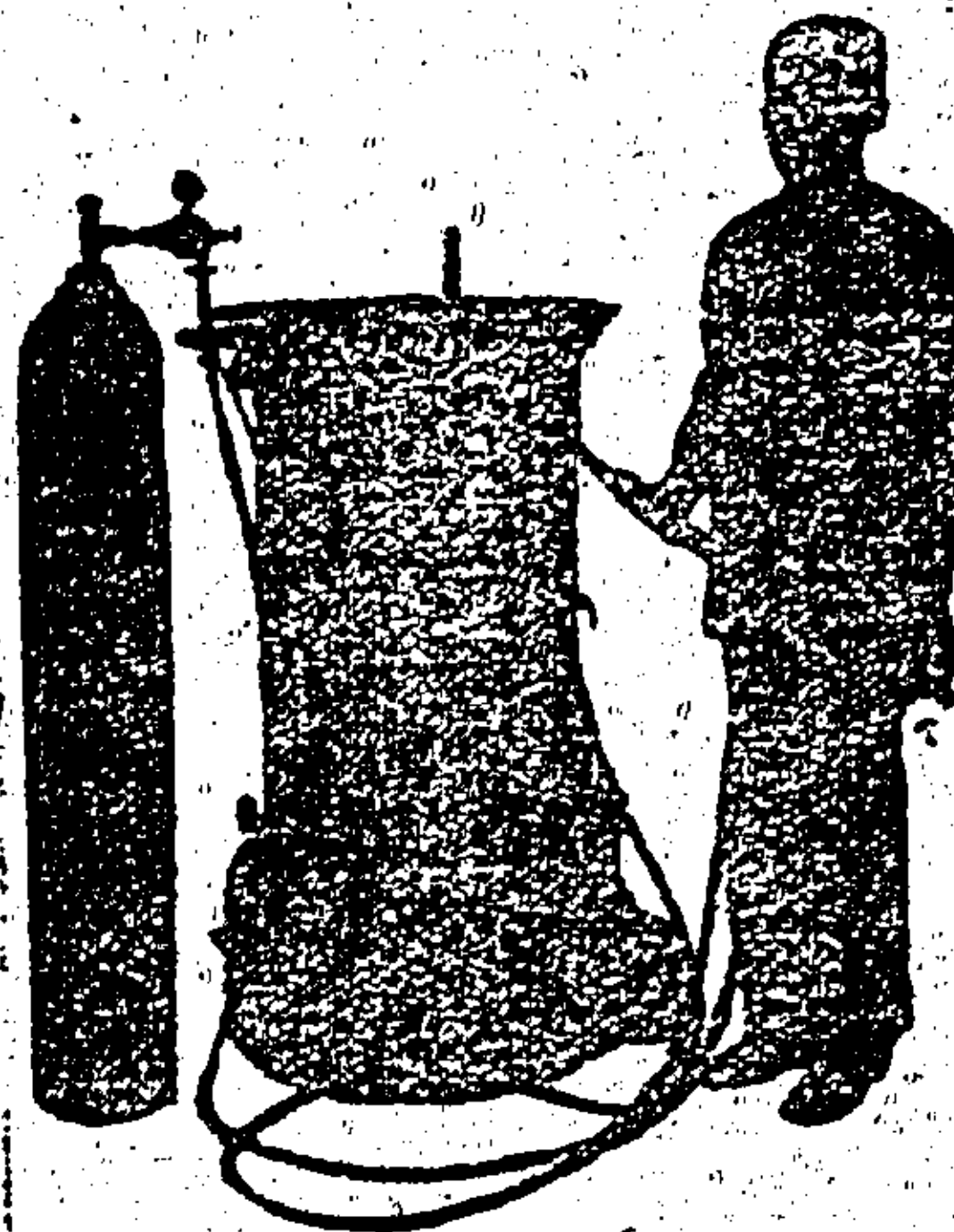
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THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammonia, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylene and Electric processes.

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Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

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BRASS?

CROOKES' GLASSES.

The Lenses you need can be made in Sir William Crookes' Glasses. They can protect your eyes from the harmful rays both of the Sun and the Electric Light.

Let us demonstrate it.
CHINESE OPTICAL CO.
REFRACTING OPTICIANS,
67, QUEEN'S ROAD CENTRAL.

UNUSUAL OPPORTUNITY for A SHORT TIME ONLY

A Select Assortment of

DRAWN WORK AND LACES

At 20% BELOW ACTUAL COST AT

"DO BE CHAIRFUL" COMPANY

61, Queen's Road Central.

WORK AMONGST SAILORS
AT HONGKONG.ADDRESS BY THE REV. A. T.
WALDEGRAVE.

The Rev. A. T. Waldegrave, Missionary to Seamen Chaplain at Hongkong, was one of the speakers at the annual meeting of the Society held at the Church House, London. He said that when he reached Hongkong in 1910 he found the finances in a sound position. They had a splendid Institute due to the work of the late old "shellbacks" in Hongkong spoke with real affection and respect, also with respect and love of Mr. Goldsmith. He was benefiting by their tremendous work, by the sympathy they had evoked, and as a result of which the Institute was built largely owing to the generosity of the late Sir Hormusjee Mody, who gave 50,000 dollars towards the building. He found no launch there because the old one had had to be sold, but within a month they had a new one known as the *Deepring*, one of the best known launches in the Far East because she went out to all the ships. The Missions to Seamen did not wait for the men to come ashore but went out to meet them in their ships and brought them to land and did what they could for them. In connection with the social work of the Missions to Seamen, Mr. Waldegrave said those who had been to Hongkong knew how splendid their bathing parties were. Fancy working in a hot stifling hole and then a launch went alongside and took them off for two or three or more hours to some lovely bay where they could go over the side and perhaps ride on a surf board; and then to return to the ship in the evening refreshed outwardly and as to the inner man. The loneliness of the seamen's life was, he was perfectly certain, the greatest difficulty with which they had to contend. A man went to a place where vice abounds not because he wanted to, but because he wanted someone to talk to. He wanted to know some decent person, to get into touch with some decent lady. It was not men but womenfolk that the men wanted to meet. They got a little "fed up" with the men on board ship no matter what good friends they were; and when they came ashore after a long trip they liked to talk to someone of the other sex. That was why the tennis parties and the other social gatherings they arranged were of such tremendous influence. They were held in people's private homes, and that was what counted.

He would never forget the splendid lead given by Bishop and Mrs. Lander during his first Christmas in Hongkong when he hardly knew anyone. It was not easy to work up a party of friends to come on Christmas night to entertain the sailors. Just after dinner a large party of people trooped into the hall. Bishop and Mrs. Lander had brought down the whole of their house party from their Christmas dinner to lend a hand with the games at the Institute. "I have never forgotten that and I know what a tremendous encouragement it was and how often the men spoke of it with real gratefulness. It is often said that seamen do not want to go to Church. They do and what is more they love the old services. These men have the seed of religion in their lives which wants the opportunity for growth." We were called upon to give it that opportunity by seeing that the men have the right influence when abroad.

THE YEAR'S WORK AT HONGKONG.

The annual report of the Society in connection upon the past year's work at Hongkong, says:—

The past year has been marked by various items of considerable interest and importance as far as the work of the Missions to Seamen in Hongkong is concerned. At the beginning of the year the old Seamen's Institute in Kowloon was re-opened, after being closed as such for some twelve years. This re-opening required an Assistant Chaplain for this purpose resulted in the magnificent gift of \$50,000 by Sir C. P. Chanter, C.M.G. The Rev. N. A. Peel was appointed to the post.

The Institute were in as much use as ever, taking into consideration the prolonged absence of the ships of the China Squadron, largely owing to the Japanese earthquake. The type of seaman of every rank now at sea in the British Mercantile Marine is far advanced in every respect, as compared with the type of a few years ago.

The Social work has been proceeding as in past years, the Ladies' Entertainment Committee, the work of the work generally, and to the Rev. J. T. Holman, recently Assistant Chaplain at the Cathedral, who, after his own Sunday duties were over, gave valuable help at the Institute. Many have helped in divers manners to give good cheer to the men and boys of the sea, and looking back on the year, true gratitude to Almighty God is felt for the great blessings He has sent, and for the protection which He has given in many and great dangers.

RENT LAW.
WHAT THE SOLICITORS HAVE
BEEN WAITING FOR.
IMPORTANT SUMMARY COURT
RULINGS.

For some little time past there has been much speculation in local solicitors' offices as to what Mr. Justice Dyer Ball's ruling would be regarding a certain phase of the local Rents Ordinance. The point at issue in several recent claims for possession for the purpose of re-building was whether or not the notices served on the tenants have been framed in accordance with the requirements of the Ordinance. The point has been argued at great length over many days and over many cases. For the tenant it has been contended that the exact nature of the proposed reconstruction to be carried out should be stated; otherwise the notice is invalid. For the landlord it has been submitted that the words "pulling down and reconstructing" were sufficient to make it a good notice.

Yesterday afternoon Mr. Justice Dyer Ball gave a decision on the point. The case was one in which the landlord sued for possession of 408, Shanghai Street.

His Lordship said the point in the case for decision was whether the notice to quit was valid and if it entitled the landlord to an order for possession.

There were two points in the case upon which he had some doubt:

(1) The question of the notice, it being a "current notice" (i.e., not expired when the Rents Ordinance, 1921, came into operation), and

(2) The question of the exact nature of reconstruction.

His Lordship was of the opinion that the notice was valid in these two respects. Regarding "current notices" he had already delivered a written judgment on the point, showing that he was prepared to hold that "current notices" of this type were not invalidated by the 1921 Ordinance. Regarding reconstruction he was satisfied that, when the intention of the lessor was to pull down the whole house, and build another one on the site, it was sufficient for the lessor to say in his notice that he intended to pull down and reconstruct. "Pull down and reconstruct" in the ordinary sense of the words would seem to mean "completely pulling down and re-building," provided that there was information as well in the notice that the proposed work would make a new building. The exact nature of reconstruction did not, in his Lordship's opinion, mean more than an accurate description of the form of reconstruction which was going to be undertaken. If it was a complete pulling down and re-building it seemed to him all the lessor need say was that he was pulling down and re-building, as that was the normal interpretation of the words.

The object of the Legislature in providing in Ordinance No. 25 of 1921 that the lessor must inform the tenant of the exact nature of the reconstruction, was doubtless to enable the tenant to decide whether the work done would make the building a new building. The tenant was entitled to this information apparently in order that he should know whether to dispute the landlord's claim for possession or not. If it was the lessor's intention only to demolished a portion of his house and re-new that portion only, then he should state exactly the kind of reconstruction he contemplated for the purpose of enabling the tenant to see whether the proposals would make the building a new building.

Referring to the written judgment of Mr. Justice Gompertz which seemed to support this view, Mr. Justice Dyer Ball said the landlord in that case stated that he was completely pulling down and re-building but it was proved that he was going to leave the party walls standing and Mr. Justice Gompertz held that he had not sufficiently stated the exact nature of the reconstruction in that he had not mentioned the party walls which were going to be left standing. That was a case of partial reconstruction and the lessor should have stated that the party walls were to be left standing; instead of which he stated that he was completely pulling down and reconstructing.

In the present case from an inspection of the plan, his Lordship found that the lessor's intention was to pull down entirely and re-build on the same site and he thought the wording of his notice was sufficient. He held, therefore, that his notice was valid in that respect.

After dealing with further points of argument regarding Section 22, his Lordship held that the plaintiff had complied with this section and in view of this he was of the opinion that the notice was good in other respects. He would therefore enter judgment for the lessor with costs and an order for possession.

On the application of Mr. Prior a stay of execution for 14 days, pending the decision in an appeal on a similar case regarding "current notices" was granted. Mr. C. C. Woo appeared for the plaintiff and Mr. Prior for the defendant.

(Continued on next column.)

JUNK EXPLOSION ENQUIRY.
JURY'S FINDING.
NEGLECTANCE IN STORING.

The enquiry into the circumstances attending the deaths of Chung So Tai and Ng Yung as the result of an explosion on a junk off the piers at Shum Shui Po on March 13th last, was concluded before Mr. E. W. Hamilton and a jury at the Kowloon Magistracy yesterday.

It may be remembered that bags of chemicals were being loaded from a godown into the junk, when an explosion occurred suddenly on the latter.

Before His Worship summed up, Mr. Leo d'Almada, who had been watching the case on behalf of the Kwong Wah Hing Company, owners of the godown, asked leave to address the jury on a few points.

Mr. Hamilton assenting, Mr. d'Almada in his address submitted that, as soon as the chlorate of potassium left the godown of the Kwong Wah Hing Company, the responsibility of that firm ceased. There was, he added, no regulation in Hongkong to the effect that sulphur and chlorate of potassium must not be kept together in the same godown. He maintained that on the evidence the jury could not find a verdict of negligence against any person whatever.

His Worship, in summing up, said that the general trend of the evidence seemed in his mind to point to the same thing, namely that the fire started on the wharf. The mixture of sulphur and potassium chlorate undoubtedly caused the explosion. With regard to the question of responsibility, they had heard a very able speech from Mr. d'Almada, but Mr. d'Almada had, of course, addressed them from one point of view. The fact that there was no definite regulation against the keeping of sulphur and chlorate of potassium in the same godown did not appear to His Worship to be of any great importance. He invited the jury to find their verdict.

The foreman (Mr. K. M. Fetterly) gave the jury's finding as follows:—

"We find that the deaths of Chung So Tai and Ng Yung were caused by an explosion of chlorate of potassium combined with sulphur and saltpetre in a lighting which had loaded these commodities on March 13th last."

Two riders were added:—

(a.) That the explosion would have been avoided had either the vendors or the buyers taken the precaution to ascertain the nature of the commodities in which they were trading, and exercised the proper care such knowledge would have prompted. That this precaution was not taken, and the fact that the godown used for storing was not licensed for the storage of chlorate of potassium manifests negligence on the part of the vendors and also of the buyers.

(b.) The Jury recommends that immediate effect be given to a regulation prohibiting the import, export, storage, or transport of chlorate of potassium, except in bags contained within casks or barrels or other protection equally efficient, prohibiting the storage of chlorate of potassium in the same godown with powdered commodities of any description or liquids or solids of an inflammable nature, prohibiting the dangerous distance of dwelling houses, and making it compulsory to obtain a permit from the proper authority for the transfer of chlorate of potassium from place to place within the Colony.

His Worship said he would see that the jury's riders were forwarded to the proper quarter, and thanked them for their close attention to what had been a long but very important enquiry.

ANOTHER POSSESSION CASE
JUDGMENT.A LANDLORD'S COMMON LAW
RIGHTS.

His Lordship then proceeded to deliver a judgment on another claim for possession relating to No. 2, Wing Lok Street. This was a case in which the tenant brought a counter-claim for alleged trespass on the part of the landlord.

Taking the claim for possession first, his Lordship said he had already decided in an earlier judgment that the "current notice" which the landlord gave, was not invalidated by the amending Ordinance of 1924.

The other point in the case was whether the exact nature of reconstruction was sufficiently set out. He was satisfied this was so and thought plaintiff was entitled to succeed. He entered judgment for him with costs, and payment of rents, and made an order for possession.

On the claim for damages by the tenant his Lordship remarked that he had had an opportunity of inspecting the house and he had found that what was to be scaffolding was not so. Certain scaffolding poles had been placed in front of the shop but had been removed and stacked alongside the house. This partly obstructed a doorway there.

The sole question for decision was whether the action amounted to a trespass. It was the law that the slightest crossing of the boundary was a trespass. The landlord had contended that no scaffolding was being put up for the purpose of painting a house. The authorities opposed this view. A landlord had no common law right to enter the premises for any purpose whatever. He therefore held that the tenant had been a trespasser but as the tenant had suffered no material injury thereby he could only give him nominal damages, \$10 had been asked.

A stay of execution was also granted in this case.

NEMAZEE STEAMER ASHORE.
S.S. "SEISTAN" STRANDED NEAR
HONGKONG.

NO IMMEDIATE DANGER.

Word was received in Hongkong yesterday morning that the s.s. *Seistan*, belonging to Mr. H. M. H. Nemazee, had gone ashore on Hongkong Chau, one of the Sa Mun group of Islands, between here and Gap Rock. Directly the news was received by the owners the Kowloon Dock tug *Henry Kestwick* was despatched to the scene of the stranding. This was at 9:30 a.m.

Up to yesterday at noon the owners had received very little information as to the vessel, apart from the fact that she was ashore and that he No. 1 and 2 holds were "salty." At the time our representative called, the impression was that the damage was only slight.

At the Harbour Office a message was received from the Master of the vessel (Captain D. Thomas) stating that the *Seistan* was ashore on Hongkong Chau. The message further stated that there were 68 passengers on board and a live stock cargo consisting of 80 bullocks and 100 pigs. Leaking in Nos. 1 and 2 holds. No. 1 hold, seven feet of water at present. No immediate danger.

At the time of the stranding the s.s. *Seistan* was nearing the completion of her voyage from Singapore, via Hqihow, to Hongkong. As there had been heavy rain during the night it is surmised that the vessel went ashore during fog, probably between 6 and 7 a.m.

The s.s. *Seistan* was formerly the s.s. *Imambara*. She was built in 1890 and her tonnage is 2,000 gross and 1,121 net, her length being 200 feet.

Late yesterday afternoon we were informed that Mr. Nemazee's office that no further news had been received concerning the s.s. *Seistan*. The Dock Company had promised to inform them as to the results of their salvage investigations, but so far nothing had come to hand.

LAUNCH PIRATED.

A WEST RIVER CAPTURE.

A steam launch, *Cher On*, flying the British flag, has been pirated on the West River, according to information to hand from Hongkong. The launch was engaged in towing two lighters manned with 20 coolies who were to load firewood at Wuchow for Hongkong. Shortly after leaving Sui Nam on her way up the river she was followed by two small boats, each manned by four men. Near Sui Ma Ling one of these small boats came alongside and commenced firing automatically into the air. The other small boat closed with the launch and eight pirates came on board. They searched the launch from stem to stern and finally left with plunder valued at between \$200 and \$300. The coxswain and the commodore were also taken away by the pirates.

On arriving at Samshui a report was made to the Chinese authorities and two of the crew were despatched to Hongkong to inform the owners. The is the second occasion recently that the *Cher On* has been attacked by pirates. On April 30th she was boarded by a gang on the West River and commandeered, the pirates using the launch to pirate a passenger junk. After the piracy of the junk the launch was released.

U.S. FLIER'S MISHAP.

LIEUT. SMITH FORCED TO COME
DOWN.

Bad fortune has befallen Lieut. Lowell H. Smith, the leader of the party of U.S. airmen who are flying round the world.

While engaged on the flight between Hqihong and Tourane, the aviator was forced to come down owing to engine trouble. He is at present awaiting the arrival of a new engine from Saigon.

The other two machines, one piloted by Lieut. Leigh Wade and the other by Lieut. Nelson, reached Tourane successfully, and are remaining there until their leader joins them.

The spot where Lieut. Smith landed is reported to be midway between Hue and Tourane.

The news of the U.S. aviator's mishap was received in a cable by Mr. J. A. Shaw, of the Standard Oil Company, yesterday morning.

BATTLE OF THE BAMBOOS.

BIG COOLIE GANG FIGHT.

There was a big coolie "scrap" near Water Street on Thursday in which some 400 cargo coolies participated. Bamboo poles were force used. The timely arrival of the police put a stop to the outbreak and they succeeded in making a number of arrests.

Four of the arrested men appeared before Mr. R. E. Lindell, at the Magistracy yesterday morning, on a charge of creating a disturbance, and it was stated that all four were seen to take a very active part. The third accused the heretic of them all. He had a bamboo pole, one end of which was clotted with blood, where it had come into contact with the fourth accused's head.

The Magistrate referred to the frequency with which these gang-fights were taking place, and imposed fines of \$10 each, at the same time binding all four men together in a surety of \$100 to keep the peace for a year.

DRAWING AND SURVEY INSTRUMENTS

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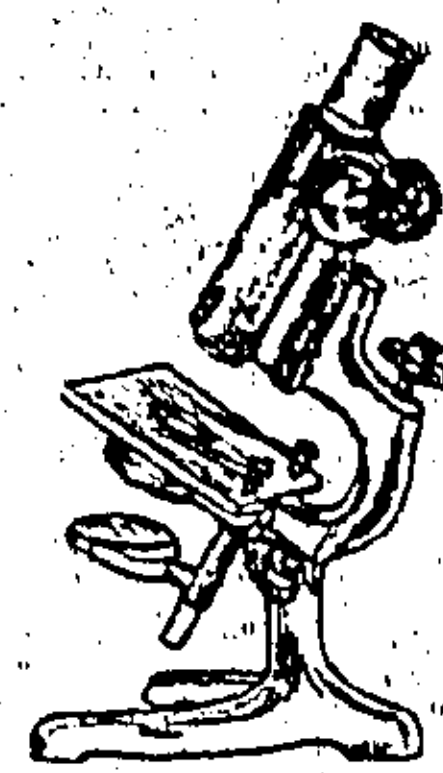
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SCHOOL AND STUDENTS

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DUMPY LEVELS

WITH

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WE HAVE JUST BEEN APPOINTED
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INSTRUMENTS

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CARRY THE FOLLOWING STOCKS:—

SETS OF
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PILLAR POCKET DIVIDERS
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HONGKONG HOTEL BUILDINGS

(CORNER PEDDER STREET AND QUEEN'S ROAD)

HONGKONG.

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM

LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

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FAMOUS SKETCHES

BY
HARRY TATE & Co.

320 { MOTORING

Two Parts

870 { SELLING A CAR

Two Parts

504 { FORTIFYING THE HOME

Two Parts

AT
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CRETONNES, TAFFETAS,
CASEMENT CLOTHS,
STRIPED POPLINS
FADELESS CURTAIN
MATERIALS.

Many Beautiful Cloths

Patterns Always Available.

NEW ADVERTISEMENTS

WANTED.

WANTED, by the MILITARY AUTHORITIES, for Occupation by a Senior Military Officer (Major), a HOUSE, furnished or unfurnished, in the PAIR DISTRICT, or not below Bowen Road Level, for a Period of Two Years. Offers should be addressed to the O.C., R.A.S.C., Headquarters, Victoria Barracks, stating Particulars and Rental Required.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, MINNIE VERA WITCHELL, Hongkong, hereby give Notice that in consequence of Change of Ownership, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Steam Launch "HARRISON", of Canton, of gross tonnage 40.75 tons, register tonnage 27.75 tons, heretofore owned by ALBERT VITALIS YOUNG, of Hongkong, and CHARLES STOKES ROSS, of Victoria, in the Colony of Hongkong, for the permission to change her name to "HENRI" and to have her registered in the New Name at the Port of Hongkong as owned by MINNIE VERA WITCHELL.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ANCHISE" are hereby notified that the Cargo will be discharged into the Godowns, where it will lie at Consignees' risk and subject to terms and conditions of storage at the Godowns. Consignees will be ready for delivery from Godown on and after 13th June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undischarged after the 20th June, will be subject to rent.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SODAN"

ARRIVED HONGKONG ON 12TH JUNE, 1924.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godowns of the Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf or B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GORDON & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 12th June, 1924. [893]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF NAPLES"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns at Kowloon Wharf and Godowns of the Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf or B.I.S.N. and B. & P.S.N. Co.'s Steamers.

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Hongkong, 12th June, 1924. [892]

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

SHANGHAI MUNICIPAL COUNCIL.

SILVER LOAN 1924.

LOAN OF DEBENTURES FOR SHANGHAI TIA. 1,000,000 at 5 PER CENT.

Rate of Interest—5 PER CENT. PER ANNUM.

UNDER the Authority of Resolution V. passed at the ANNUAL MEETING of RATEPAYERS on APRIL 16th, 1924, the SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the Silver Loan of 1924.

The Debentures in this issue will bear interest from the Date of Purchase at the Rate of 5 per cent. per annum, payable on June 30th and December 31st in Each Year, except that the First Payment of Interest will be made on December 31st, 1924.

The Debentures will be issued at Shanghai Tia 95 per cent, and will be Redeemed at Par under the operation of a Sinking Fund on December 31st, 1954, but may be Redeemed by the Council in whole or in part on December 31st, 1924, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and the public Press of Shanghai.

The Scrip will be issued in Denominations of Sh. Tia. 5,000, Sh. Tia. 1,000, Sh. Tia. 500 and Sh. Tia. 100 to suit the convenience of Applicants.

Payment will be acknowledged by Provisional Receipt pending issue of the Scrip.

The Cost of Telegrams and all other Charges in connection with Applications for Debentures are payable by the Applicant.

Applications may be obtained from the Local Office of the HONGKONG AND SHANGHAI BUSINESS CORPORATION, or from the Treasurer and Comptroller, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed.

[887]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of A. S. WATSON & COMPANY, LIMITED, will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 21st day of JUNE, 1924, at 11.30 o'clock in the forenoon, when the Subjoined Resolutions will be proposed as Special Resolutions.

1. That the authorized capital of the Company (which is now) \$900,000 consisting of 90,000 Shares of the Nominal Value of \$10 each of which the whole have been issued be increased to \$1,500,000 by the creation of 60,000 additional Shares of the Nominal Value of \$10 each.

2. That there be offered at par in the first instance to the Members of the Company who on the 7th day of July, 1924, are registered in the Company's Register as holders of the said 90,000 shares one new share for every complete number of three old shares held by them respectively and so on.

3. That such of the said new shares as may be taken up by the Members of the Company shall be issued at such time and on such terms and conditions in every respect as the Company's Board of Directors may think fit and to make (subject as hereinafter mentioned) as from the date of allotment for dividend and in all other respects *pari passu* with the shares constituting the Company's present capital.

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INTIMATIONS

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate for 75 Shares, numbers 71517/71591 issued on 1st March, 1920, in the Name of THOMAS WILLIAM PEARCE, Rev. JOHN KIRK MACONACHIE, and Rev. THOMAS WILLIAM PEARCE, has been declared LOST and should the same not be produced before 24th JUNE, 1924, it shall be deemed Cancelled and of No Effect.

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 9th June, 1924. [870]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, T. H. G. BRAYFIELD, of Hongkong, HEREBY GIVE NOTICE that in consequence of the present Name being unsuitable, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "COMMERCIAL" of 22,166 tons, register tonnage 1,015 tons, heretofore owned by THE COMMERCIAL SCOT S.S. CO., LTD., for the permission to change her Name to "HOK SUN" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hongkong within Seven Days from the date of this Advertisement.

Dated at Hongkong, this 10th day of June, 1924.

(Signed) T. H. G. BRAYFIELD. [878]

POSITION VACANT.

SECRETARY-MANAGER WANTED for a European Chamber in Japan. Applicants must state Qualifications and Previous Experience and give References. Write K.O.L.Y., P.O. Box 154, SANNONITA, KOREA.

[884]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present.

Apply Mrs. NIVEN, WEIHAIWEI. [842]

TO LET.

"LUGNISLAND" WEST No. 20, Peak Road, Eight-roomed HOUSE with Tennis Court attached.

Apply to Box No. 781, c/o Hongkong Daily Press. [864]

WANTED.

EXPERIENCED TYPIST. Knowledge of shorthand preferred. Apply in writing to Box No. 853, c/o Hongkong Daily Press. [889]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY. Situate at AUSTIN AVENUE KOWLOON and known as Nos. 1, 2, 3, 4, 5, 6, 7 & 8, Ainal Villas.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
HOME RAIL DISPUTE.
IMPROVED SITUATION.
UNDERGROUND STRIKE OVER.

LONDON, June 13th.
The Daily Herald announced the conclusion of the London underground strike. The joint secretary of the strike committee has informed the paper that the men resumed work at the power station at midnight.

The break in the strike followed a series of meetings held in various areas at which the position following Lord Ashfield's ultimatum was placed before the strikers by the strikers' committee. All the men then decided to return.

While the unofficial strike of the railway shopmen has collapsed, the strike is not yet ended so far as concerns the shopmen belonging to the four trade unions, namely, the electrical, vehicle builders, blacksmiths and the amalgamated engineering union, who will decide to-night whether to return to work or to continue the strike.

Meanwhile, the underground service is officially stated to be 50 per cent. of the normal. It is expected to be 100 per cent. by to-morrow.

EARLIER CABLES.

A GENERAL STRIKE BALLOT.

LONDON, June 13th.
A meeting of railway managers and representatives of the locomotive engineers and firemen proved abortive. The men's society has decided to ballot on the question of a general strike to enforce their demands relating to classification of drivers and minimum rates for Sunday work.

WHOLLY UNOFFICIAL.

The critical phrase in the London Underground dispute has passed as an outcome of a meeting of the committee of the Electrical Trade Union to consider the extension of the strike to all power station men. The meeting decided that so far as the Electrical Trade Union was concerned the strike should be called off and a meeting of the London district Committee held to-morrow to consider the whole position. Thus the strike is again wholly unofficial.

LATEST CABLES.

ANTIQUE JEWELLERY STOLEN.

BURGLED PICK THE BEST.
LONDON, June 13th.
Expert burglars stole the choicest pieces from the world-famed collection of antique jewellery and ornaments at the residence of Lady Ludlow in Piccadilly. Lady Ludlow was formerly the widow of the Rand magnate, Sir Julius Wernher. The stolen property is valued at at least £100,000.

CHINESE-CANADIAN GUNNER.

QUEBEC, June 13th.
The Hixley team sailing for England includes a Chinese sergeant named Ho Gen, of the Calgary machine gun brigade. He is a Canadian-born Britisher.

MONSOON REACHES BOMBAY.

BOMBAY, June 13th.
The monsoon has burst.

EARLIER CABLES.

FRENCH INVENTOR'S SUICIDE.

PARIS, June 12th.
An extraordinary career has been ended by the suicide, for an unknown reason, of M. Deperdussin, the contractor of the famous Deperdussin aeroplane, once a multi-millionaire, but who has died in penury.

MONEY IN PETROL.

ROYAL DUTCH PROFITS.
AMSTERDAM, June 12th.
The balance sheet of the Royal Dutch Petroleum Co. for 1923 shows a profit of 84,550,000 guilders.

EARLIER CABLES.

FRENCH POLITICS.

RACE FOR THE PRESIDENCY.

PARIS, June 13th.
A meeting of the Left parties in both Chambers for the purpose of selecting a candidate for election as President of the Republic to-morrow, resulted in the ex-Premier M. Painlevé obtaining 300 votes against 149 in favour of the ex-Premier M. Doumergue. The successful candidate to-morrow must secure an absolute majority of the votes of the 572 Deputies and Senators who are expected to be present.

The fact that so many voted in favour of M. Doumergue is additionally significant, because they did so in spite of M. Doumergue's request that his candidature should not be submitted to the meeting, on the ground that it was not calculated in present circumstances to promote a Republican union. M. Painlevé's supporters had reckoned that M. Painlevé would obtain a practically unanimous endorsement, and the voting means a severe blow to his hopes, as M. Doumergue can count on the support of the moderate elements in both Chambers which were not represented at the meeting. M. Doumergue, therefore, is at present favourite in the race for the Presidency.

SUPPORT FOR M. PAINLEVÉ.

LATER.
Disliking the prospect of the President being elected with a Right vote, the Left parties have requested M. Doumergue and M. Painlevé to withdraw in favour of a third candidate. The former had refused, whereupon the Left bloc has decided solidly to support M. Painlevé.

EFFECTS ON THE FRANK.

LONDON, June 13th.
The contrast between the recovery of the franc in London and the fall in New York is explicable mainly on psychological grounds. New York apparently taking a more serious view of the French political crisis than London.

THE WORLD'S SPORT.

HOME CRICKET.

RAINS STOP PLAY.

LONDON, June 13th.
At Oxford the wicket was saturated, but it was hoped to start the match with South Africa at four o'clock. However, more rain fell, and the match was abandoned for the day.

COUNTY CHAMPIONSHIP.

POSITION AS AT JUNE 10TH.

County	Points obtained	Possible points	Average
Middlesex	23	30	76.60
Sussex	23	40	72.50
Leicestershire	23	45	71.42
Surrey	20	30	66.66
Yorkshire	20	30	66.66
Kent	20	35	57.14
Leicestershire	17	30	56.66
Somerset	14	30	46.66
Essex	11	30	36.66
Nottinghamshire	7	30	23.33
Worcestershire	7	35	20.00
Derbyshire	7	35	20.00
Hampshire	7	35	20.00
Northamptonshire	1	20	5.00

Abandoned matches and matches in which no result was arrived at in the first innings are not included in the above table.

HOME GOLF.

PROFESSIONAL TOURNAMENT.

GLASGOW, June 13th.
A feature of the first day's play for the Glasgow Herald thousand guinea professional golf tournament, with thirty-two foremost professionals competing, was the defeat in the second round of the British open champion, Havers, by the American, Jim Barnes by 2 and 1. Barnes is here for the open championship. He played very cautiously being out-driven by Havers, but his studious short game was the chief factor in his victory.

Ray, Duncan, Mitchell, the Spaniard De La Torre, and the Parisian Aubrey Boomer are also amongst the last eight left in the competition.

CHINESE FOOTBALLERS FOR AUSTRALASIA.

SHANGHAI, June 13th.

A Chinese football team of 15 members leaves Shanghai to-morrow on board the Taiga Maru on a tour of Australia and New Zealand.—Daily Bulletin.

LATEST CABLES.

REPUBLICAN CONVENTION.

COOLIDGE AND DAWES SELECTED.

CLEVELAND (Ohio), June 13th.
Messrs. Coolidge and Dawes form the Republican "ticket" for the 1924 election. Coolidge was nominated with only a ripple of dissent from Wisconsin and North Dakota delegations, but the nomination of Dawes came after Mr. Lowden's refusal, and after a short race in the balloting with Hoover as the chief opponent.

The official vote of the third ballot was: Dawes, 682; Hoover, 34; the others only received a few votes.

Mr. Butler, Coolidge's manager at the Convention indicated a desire when the balloting began that Mr. Burton, of the House of Representatives should be chosen, but the delegates disregarded the suggestion. Mr. Butler, after Lowden's refusal, again endeavoured to intervene in favour of Hoover, but the delegates refused to be swayed.

EARLIER CABLES.

A prolonged demonstration in favour of Mr. Coolidge marked the brief session of the Republican Convention last night, at which the platform was adopted, and the planks proposed by Senator La Follette and the insurgents were rejected. The Wisconsin insurgents refused to participate in voting for the platform or for Mr. Coolidge, and during the demonstration remained silently in their seats, ignoring the jeers, cat calls and hisses levelled at them as the other delegates formed into a queue and marched round the hall for a quarter of an hour. The Wisconsin party only rose when the crowd sang the "Star Spangled Banner."

During the debate of the committee on the platform there was bitter dissension over some planks. The World Court plank was only approved after the members' committee had been informed that Mr. Coolidge had personally written it.

The Republican Convention practically unanimously nominated Mr. Coolidge its Presidential candidate.

Mr. Coolidge secured 1,065 votes, Mr. La Follette 34, and Mr. Johnson 10. The Convention then went into recess until the afternoon, when it will nominate the Vice-President, for which post Judge Kenyon is a strong favourite.

LATEST CABLES.

U.S. NAVAL DISASTER.

EXPLOSION ON A BATTLESHIP.

MANY KILLED.

SAN PEDRO, June 13th.
Three officers and 43 men were swept to their death by the premature explosion of a shell in the No. 2 turret of the battleship *Mississippi* off San Clemente Island during target practice.

A score of others were injured by the back flare carrying a terrific charge through the breech instead of the muzzle. The gun crew were preparing to fire a burning shell when a sailor called for the turning on of the electricity to fire the charge before the breech had been locked. A flash followed and the turret was littered with dead and dying.

The *Mississippi* immediately raced to port and wireless the news of the disaster to a hospital ship, which rushed out to meet her, but just as the *Mississippi* let go her anchor another blast rocked her, and a 14 inch shell shrieked past the ship, which was crowded with passengers. The shot, however, ploughed the sea without doing any damage. After the dead and injured had been transhipped it was discovered that another unexploded charge was in the gun chamber and likely to explode at any moment, so the *Mississippi* hurriedly steamed out to sea to obviate the possibility of the shell plunging into San Pedro and injuring many of the inhabitants.

DARING TRAIN HOLD-UP.

BANDITS' \$1,000,000 LOOT.

CHICAGO, June 13th.
In a daring train hold-up in Illinois bonds and currency valued at \$1,000,000 were stolen by bandits who overpowered the crew of the Chicago-Milwaukee-St. Paul train near Roundout.
The bandits uncoupled the locomotive, forced three of the mail cars and seized 40 mail pouches. They escaped in a motor car. One of the gang was killed by a bullet from a companion's pistol.

FAR EASTERN CABLE NEWS.

U.S. WORLD FLIGHT.

NEW YORK, June 13th.

Wireless stations throughout the Far East have been instructed to keep on the *go* for news of the American fliers. Reports are current in San Francisco that the fliers reached Hainan and that Lieut. Smith wrecked his motor in a forced landing, but both wireless companies at San Francisco are inclined to discredit the report and declare that no news of the fliers has been picked up there for some days.

[Details of the accident to Lieut. Smith's machine appear on page 3.]
[BY COURTESY OF THE "DAILY BELLETTIN"]

JAPAN'S FOREIGN POLICY.

TOKYO, June 13th.
Baron Shidehara, Foreign Minister, to-day gave a further statement to foreign Pressmen, emphasising that Japan's foreign policy was based on peace, justice and honour, whereby she may face without fear and without misgiving whatever the future has in store.

Baron Shidehara said he felt convinced from his long experience abroad that there are infinitely more points of similarity than difference in human nature among peoples divided by race, religion and language, but these differences sometimes are unduly magnified and emphasised so that a mutual estrangement appears. He declared that the world was gradually awakening to a broader vision of international solidarity and good-fellowship. The principle of live and let live is more widely recognised as being more successful than a policy of self-assertion without due regard for the rightful positions of others, which was ultimately bound to yield to the adverse verdict of enlightened public opinion. To the nobler principles expressed or implied in the Covenant of the League of Nations and the Treaties of Washington we will adhere loyally and unswervingly, extending to all peoples the hand of friendship and goodwill. We believe that in so doing we will best serve the true and lasting interests of our own country no less than those common to all mankind.

MR. MACKAY AT POOCHOW.

POOCHOW, June 13th.
Mr. Mackay has arrived well.

STONING THE POLICE.

SEQUEL TO DISTURBED GAMING PARTY.

Three coolies were charged at the Kowloon Magistracy yesterday with (a) throwing stones at the police, and (2) resisting arrest.
Inspector MacWaters said that on the night of the 11th inst. a Chinese constable, suspecting that gambling was going on in a house under construction in Reclamation Street, flashed his torch into the building, when stones and pieces of brick were thrown at him from above.

The constable gave corroborative evidence, and stated that when being arrested, the defendant struggled violently, and called upon a number of other men in the house for assistance.

All three defendants pleaded that they were asleep when arrested. They had permission to sleep at the house.
Remarking that it was a risky thing to use the police as targets for "stone throwing," His Worship (Mr. Hamilton) fined the first defendant \$25 on each charge, or a month's hard labour, to run concurrently, in each case, in default. The second man was found guilty of the second charge, and fined \$25 or a month's hard labour, while the sentence on the third man was identical with that of the first defendant.

THIRSTY CHICKENS.

MARKET SALESMAN CHARGED WITH CRUELTY.

When a Chinese was charged at the Kowloon Magistracy yesterday with cruelty to some chickens by depriving them of water, Insp. Fisher R.S.P.C.A. said that when he saw the chickens at the market, they were in a very bad condition. The defendant had some receptacles for water, but these were empty. Mr. Hamilton imposed a fine of \$10.

THE PORT OF HOIHOW.

CHINESE USE CHILEAN FLAG TO SAVE SHIPS FROM MILITARY.

The following extracts are made from a report on the Treaty Port of Hoihow (Kiangchow) in 1923, by H.M. Consul at Kiangchow:—

Conditions, on the whole, were slightly better in 1923 than in the previous year, as steamer communication was uninterrupted throughout, and Kiangchow, with Hoihow, its port, was free from incursions of brigands and soldiers. As regards shipping, the American flag disappeared from these waters, being replaced by the Chilean, adopted by Chinese vessels as a protection against seizure by their own military authorities. British shipping increased by 80,000 tons, and French by 55,000 tons, but Norwegian decreased by 12,000 tons during the year. British shipping lines combined to run a regular service of emigrant steamers to Singapore and Bangkok, and succeeded in cutting out other flags. In 1923 39 British emigrant ships carried 20,385 emigrants from Hoihow to the above ports, an increase of over 5,000 fares on 1922.

Harbour conditions have not improved, except for a slight natural deepening of the anchorage, which permits of steamers lying closer in. As none of the leading marks appear in the charts, it is only regular ships that venture within five miles of the landing. Lighters frequently have to be outside for the greater part of the day or night before they can get enough water to take them to the Custom House with imported goods. In case of export of live stock the difficulties may be imagined. Even if properly chartered and well lighted, the natural difficulties of the Hainan Straits would make them dangerous, but it seems to be the rule to regard Kiangchow as the Cinderella of the China ports, and it is seldom that any attempt is made to increase facilities for local shipping. It is understood, however, that the Customs, at the instance of the French authorities of Indo-China, have at last a scheme in hand for placing a light on Tayu Island, east of Hainan Head, where it would be of considerable service to ships approaching from eastward. Another light is required further west than the Lamko Light for ships coming from the west, and one on S.W. Point would be of service to ships coming up from the south. New charts are urgently required, as the present ones date back to a very sketchy survey of 1864 or earlier.

A certain amount of road construction was carried out in the east of the island, and more is projected. On the 20 miles of road made between Kachek and the Dingan River motor buses of the Ping type are already running, and cheap motor trucks or lorries are being imported for use on the roads. Several Ford cars, owned by a local motor company, plied for hire on the three miles of road between Hoihow and Kiangchow, the company having to maintain the road. Another road is projected between Kiangchow and Wenchang (Yun Sio), the home of the Chinese emigrants to Singapore, who are more progressive than the rest of the inhabitants.

FRANCE'S NEW PREMIER.

A "TREMENDOUS WORKER."

Mr. G. Ward Price, writing in the *Daily Mail* a month ago, said:—

Supreme power in France seems just now to be likely to fall within the grasp of an entirely new man. The unexpected victory of the Radical Socialists in the French general election last Sunday opens wide the way to the Premiership for their leader, M. Edouard Herriot, who for the past 18 years has been known to his fellow-countrymen as the "Mayor of Lyons."

From the beginning of next month onwards, when the new French Chamber meets, our joint efforts to make Germany pay, and the continuance of the vigorous constructive policy by which France has been strengthening her position through-out Europe may all become dependent upon the reputation of a fresh mind, the impetus of a personality as yet very little known to the British public.

But if M. Herriot does become Prime Minister, his short, thickset, heavy-jawed, curly haired figure will soon be occupying a prominent place in our mind's eye, for this Radical Socialist leader is one of the liveliest men in French politics. M. Poincaré is a cold chess M. Herriot is an expert and a bold chess player. Both are tremendous workers, who eat their way through formidable problems with amazing ease.

Herriot is fifty. For ten years he has been the most prominent coming man in French parliamentary life. An administrator to whose ability the prestige of Lyons as the most flourishing industrial city in France has, witness a Pompidou, in debate, an authority on economic problems whose only rival is M. Loucheur, a man of many parts, who started life as a professor and won his first fame as the biographer of Madame Recamier, the brilliant literary daughter of Lyons in Napoleon's day of whom David made a famous picture.

For a month or two at the end of 1910 he was Minister of Poul in one of M. Briand's Cabinets, and when the Premier, if he reaches it, will be his first experience of office. In 1917 M. Herriot visited London, Manchester, and Liverpool.

Should the French President call on M. Herriot to form the next French Cabinet, it will be by his domestic policy that those who supported his party in the elections will judge him. M. Poincaré is approached in France with having let the internal affairs of the country slide—and indeed the burden he has had to bear, as both Premier and Foreign Minister, was almost beyond human capacity. (Continued at foot of next column).

THE DAY'S WORK IN CHINA.

SHANGHAI OPTIMISM.

The special correspondent at Shanghai of the *Times Trade Supplement* has an interesting contribution on the human aspects of business life in Shanghai. Its optimism is a factor of real significance in China's foreign trade. On paper the port has more than once been nearly "down and out" as a community it can be without actually experiencing ruin. It is passing through an exceedingly bad time just now; very few concerns are making money, many are losing it. There is no little distress owing to reduction of staffs; applicants for work have never been more difficult to place. Yet the impression which the tourist or the visitor from the interior takes away is one of gay prosperity, while, anxious though many behind the scenes are, "defeatism" is non-existent. Things will look up sooner or later, says Shanghai, "what's the use of worrying?"

That this optimism is worth money nobody can doubt who has seen the port pass through periods of depression before. Characteristics which accompany this cheery disposition, and have a definite reaction on Shanghai's commercial life are a phenomenally short memory and a tireless capacity for optimism and amusements of all kinds. There is a short memory for trouble, and it is as uncommon in other parts of the world, but in Shanghai they are associated, with special circumstances, partly historical, partly geographical. Respectable as most of the port's history is, there runs through it a strongly adventurous streak. The place, after all, originated in adventure; not, of course, the native city of Shanghai, but the International Settlement and the French Concession. The men who engaged in the Canton trade and who in 1842 had the four additional ports of Shanghai, Nanking, Foochow and Amoy thrown open to them were not the type who cry over spilt milk, or who hesitate to make alterations because they cost eggs. And the temperament which they brought to the China trade inevitably affected it, and made it one in which fear and repining have played very small parts.

RESTOCKING WITH ENERGY.

Further, because climate makes long leave essential, there is a steady rotation of furlough, and every spring sees a large contingent of merchants and their families homeward bound. Then troubles are almost literally packed away. The late autumn brings back a recharged stock of energy, which acts vividly like a tonic on those who are half-way, or more, to their next spell of freedom. The clubs brighten, social amenities are reinvigorated, new ideas, new hopes, fresh possibilities are envisaged in offices, and life goes forward confidently again, on overdrafts perhaps—at the present time very largely on overdrafts—but courageously and with determination to make the best of any opportunities that may present themselves.

The divisions of Shanghai's ordinary working day are both cause and result of this buoyant tone. For the majority of employees it is a short day of six hours, in two spells of three—namely, from nine to twelve and from two to five, the long midday interval being necessary to allow of a return home for a meal. Not a few men work longer hours, but very few average more than seven and a half hours a day. For a considerable section of the British community the day begins with a ride between six and seven, while from May to the end of September there is ample daylight for tennis, cricket, bowls, golf, rowing, yachting and swimming. The proximity of all these recreations and the ease with which all who care for games can enjoy them are to no small extent responsible for the healthy vigour of Shanghai.

HOW TO RECAPITULATE.

There are results less beneficial, certainly, an over-floodness for amusement, too many clubs, in the winter months far too many dancing halls, great temptations to extravagance. For rich and poor live very much together; and the junior bachelor or young married couple easily fall victims to the idea that they are entitled to all that their more highly paid seniors can afford. Thus there enters into the life of the port an element of recklessness, the economic effects of which are only too plainly visible when, as is happening now, firms are obliged to cut down their overhead charges. Shanghai is a difficult place in which to save money, though in the past it has been an easy one in which to make it. The cost of living is high, one of the main elements, rent, being very high indeed. So when fortune takes toll of incautiousness the penalty is heavy.

In conclusion, a word of warning to those who are attracted by China. It is no longer a country to which to go "on spec." Those days have passed. Neither Shanghai nor Hongkong can find room now-a-days for the man who comes out on the chance of obtaining work.

In foreign affairs, though the manner may be milder, the substance of French policy is unlikely to be altered. M. Herriot has having "benefited all countries except France," and his strongly expressed views on the importance of Allied co-operation will doubtless cause him to welcome the acceptance of the reparations scheme recently put forward by the experts. But no responsible party in France can relax that insistence on French security upon which the very life of the country depends.

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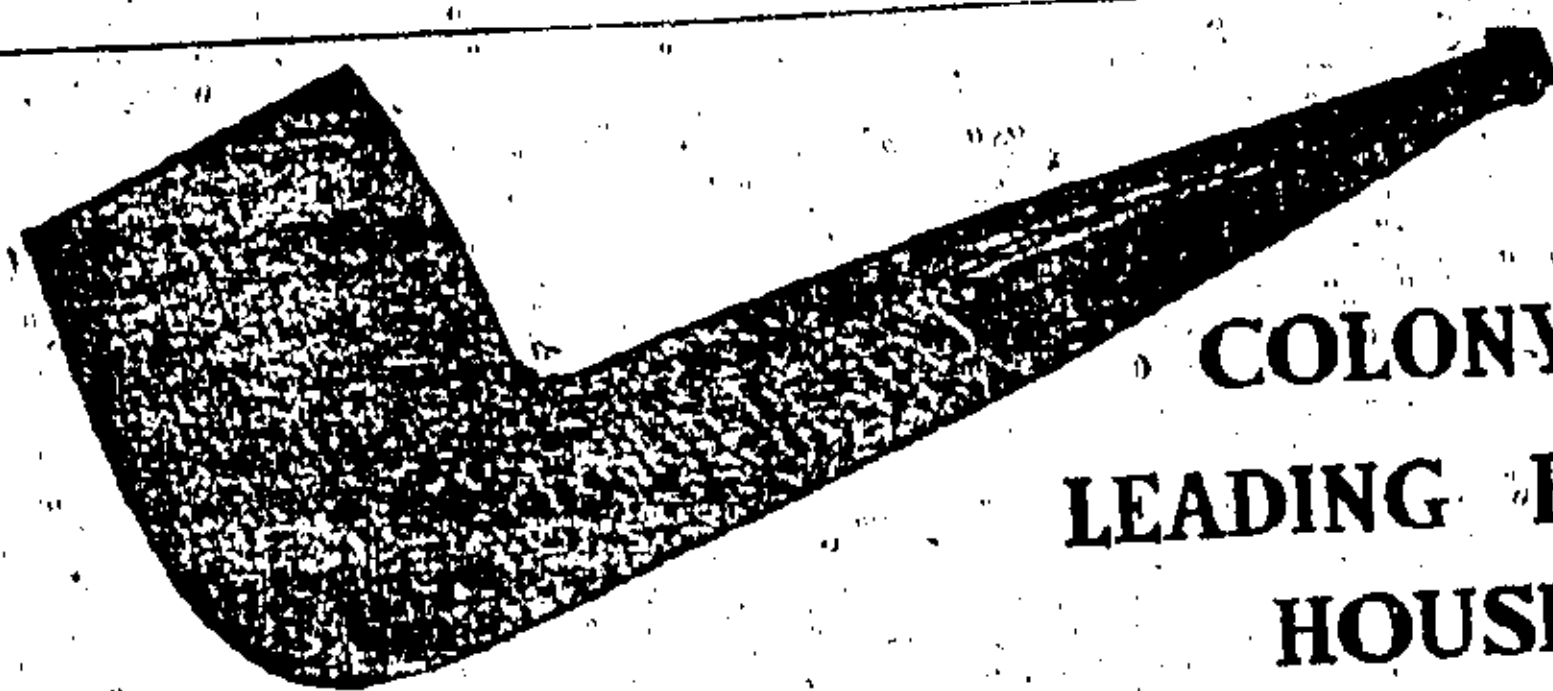
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EMPIRE'S DAUGHTERS.

(BY HENRIETTE FRAGONARD.)

Although the primary object of the Empire Exhibition is to interest business men of the Empire and of the world in the products of the Empire, the feminine note is everywhere to be seen. Women have had a tremendous amount to do with this gigantic enterprise and in the midst of the palace and the Pavilion of Fashion which are dedicated exclusively to the whims and fancies of the feminine.

I saw some of the thousand trucks which mannequins are parading in this beautiful show which Princess Mary attended in the West-end recently. Each day, I am told, these lovely English girls will be showing to the thousands and thousands of women of all nationalities the charm of the toilette made in England for English people. It used to be supposed that the English fashion artists could make really well, but in the Pavilion the toilettes are for all occasions. They are also for all seasons and all climates from Tropical India to Arctic Northern Canada.

Women, too, have been very active in the more serious sides of the Exhibition. One of my friends who is a member of the general committee of which are very wide-tells me that its President, the Duchess of York, has been indefatigable in that capacity. Lady Patricia Ramsay, Princess Helena Victoria and Princess Marie Louise have been working hard on the committee, too. The Queen is Patron of the Women's Section and the young Duchess of York has been keeping her in touch with the progress of work. It has been a vexed question with artists and painters as to whether the beauties of to-day can compare with the beauties of old whose names are written imperishably on the pages of history. We shall be able to form some sort of opinion on this intriguing question in the Palace of Beauty where twenty-four beautiful young English girls are to portray Cleopatra, Dido, Helen and other beauties of whom the poets dream.

Without the Exhibition there are many girls and women from the far parts of the Empire. The girls in the Malta Pavilion are particularly attractive. They are lace makers, and their art has been handed down from mother to daughter from the early XVIIIth century.

Women will certainly be interested in the thousand and one unfamiliar ways of cooking practised by the women of other lands under the British flag. The Tuhoro which the Prince of Wales enjoyed so much in New Zealand is a feature of that country's Pavilion, there also Maori girls show how they cook potatoes by the simple method of roasting them in hot holes in the ground.

The demonstration of laundry work, bread-baking, sweet making, and the illustrations of how all the rooms of a house can best be heated and lighted are things which no woman will miss.

A housewife where women desirous of making a new home over seas will quickly find their way is that where first hand information on life in remote parts of the Empire is given by friendly men and women. Dame Merid Talbot who heads the executive committee of the overseas settlement has organised this most important and interesting feature.

BANNS LAXITY.

CHURCH DECISION FOR GREATER STRICTNESS.

The report of a committee on the marriage laws, advocating greater care in the publication of banns, was presented in the Lower House of the Convocation of Canterbury recently.

The committee proposed publication in writing as well as orally, notice being posted in or outside the church, and that an explicit declaration should be used in applying for banns to be published.

The House adopted a resolution that greater strictness in securing proper qualifications in the parties concerned was necessary.

A rule was also adopted that in applying for publication of banns a declaration be made in writing by one of the parties that there was no lawful impediment, ecclesiastical or civil, to the marriage.

STRANGE MARRIAGE RITE.

An adventurous Englishman—Mr. C. Donville Pitt—who has lately returned to England from a stay among the wild tribes of the Amazon, described a curious custom, practised by the Itogpuka, a race never before seen by white men. The young brides of this, and some other tribes of the Amazon, have to submit to a strange rite before marriage. In order that the evil spirit within them may be exorcised they are tied to a stake and flogged until they faint. Then it is contended that the evil spirit has gone into the stake, the girl is released, and the stake—with the evil spirit—is burned.

KISSING PET DOGS.

At a Westminster inquest on a woman aged 35, who died under an operation at St. George's Hospital, it was stated that she was devotedly attached to a dog which travelled with her wherever she went and that she was in the habit of kissing it.

The coroner, Mr. Ongley Oddie, said the deceased died under an operation for a hydatid cyst, which originated from a worm that was found in the saliva of dogs. Kissing dogs was a filthy and disgusting habit. Women who kissed dogs on the nose and mouth should know that they were liable to acquire this horrible cyst.

Every man who by word and deed proclaims that he will not be a cog in any machine for grinding out co-operative inquiry is a valuable citizen and a true Christian.—*Dan Inge.*



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THE true value of 'Yadil' in the treatment of malaria can only be definitely established by the sufferers themselves, and not by laboratory experiments. I sincerely trust that all those who use 'Yadil' for this disease will kindly report their experience to me, or to the newspapers. If it should turn out that 'Yadil' is successful only in a small proportion of cases, I should not hesitate to make the fact known myself. But if the experience of thousands of sufferers proved definitely that 'Yadil' checks malaria and eventually drives it out of the system, what a glorious day it would be for all the races who live in malarial countries!

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London, England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

Liquid	2 oz.	1/6	6 oz.	2/0	Pint	5/0	Quart	10/0
Pills	50.	1/25	150.	2/0	500.	5/0	1000.	10/0
Ointment	1 oz.	7/5	4 oz.	2/25	Pastilles (for the Voice) per tin			5/0
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Alfred Clement

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ARRIVALS.

Per S.S. *Anchorage*, from London, on June 13th.—Mr. F. C. Crush, Mr. R. R. Davies, Mrs. King, Misses King (4), Mr. L. J. King, Mr. E. C. Morris.

DEPARTURES.

Per P. & O. S.S. *Naudia* sailing June 13th.—Mr. Duff, Mr. Noorodin, Miss Caldwell, Mr. L. C. E. S. Mr. Garrett and Mr. and Mrs. Caldwell.

Per S.S. *Empress of Australia* on June 13th.—Mrs. and Mrs. R. C. Adams and three children, Mr. J. Akamatsu, Mr. J. G. Anderson, Mr. D. R. Anderson, Miss J. M. Barr, Mrs. S. Barros and two children, Mr. H. G. Babbidge, Lieut. and Mrs. R. R. Beauchamp, Mr. and Mrs. B. Basso, Mr. J. M. C. Basso, Mr. J. G. Baird, Mr. E. Barnes, Dr. and Mrs. N. Bradley, Dr. R. C. Cook, Mr. Henry Chatterton, Mrs. Chow Wai Yuen, Mr. and Mrs. Chou Jock Lin, Mr. H. Ellis, Mr. Fan Wah Sin, Mr. and Mrs. Funk Rui Yin, Mr. and Mrs. Fong Kong Un, Mrs. H. C. Pettis, Mr. and Mrs. H. A. Grange, Miss E. Granger, Mr. T. X. Gutterer, Mr. W. Gardner, Mr. Hing Sun Yu, Mr. Hung Foo Sun, Rev. and Mrs. P. Hinkley, Mrs. E. Hall, Miss L. Hall, Mr. E. M. Hagland, Mr. C. Lai Hing, Mr. C. S. Hing, Mr. Ho Shan Nin, Mrs. C. H. Hodgman and child, Mr. Lebbens Hordern, Mrs. W. Hanson, Mr. and Mrs. J. S. Inerest and two children, Mr. Jung Fook Hoi, Mr. J. E. Joseph, Mr. H. O. Kennedy, Mr. Kueh Kuan Seng, Mr. and Mrs. Lee Shun and four children, Mr. Lo Wan Sheng, Mr. Lee Chung Wah, Mrs. Lee Sze, Mr. and Mrs. G. Lammer, Mr. and Mrs. Long Tack Sun and two children, Mr. C. S. Lau, Miss E. Lo, Mr. Leung Chuck Wing, Miss N. Leigh, Mrs. Lam Fung Shi, Mr. Lam Sui Shu, Mr. Lai Gen, Mr. A. E. Martin, Dr. and Mrs. J. A. McDonald and two children, Mr. and Mrs. J. H. M. Mody, Miss R. Mouchel, Mrs. H. Matheson, Mr. and Mrs. J. Manners, Miss Manners, Mr. R. B. Moorhead, Mrs. O. May, Mr. and Mrs. Pratt and 2 children, Mr. and Mrs. Lawrence Paul and infant, Mrs. P. Rimarenko, Mrs. E. Reid, Mrs. H. R. Remington, Miss W. Remington, Mr. and Mrs. J. McAlmada, Remedios, Mr. and Mrs. So Pak Suen and son, Mr. R. E. Shroff, Mrs. E. S. Sonensen and son, Mr. and Mrs. H. S. Smith, Mr. M. Y. Sun, Mr. Wong Sewai, Mr. J. F. Sutterwhite, Mr. E. F. L. Sturder, Mr. Toot Hong In, Mr. Tack Sing, Mr. Tack Fook, Mr. Duncan Tolan, Mrs. Tong Bok Ting, Miss Tong Sik, Rev. and Mrs. W. H. Topping and three children, Mrs. H. H. Taylor, Mr. and Mrs. T. In Sheng and son, Mr. W. M. Vernon, Mr. G. Y. Wong, Mrs. J. J. Wilson, Mr. and Mrs. C. H. Wong, Miss M. Y. Wong, Miss E. M. Walling, M. D. Mr. C. F. Wong, Mr. and Mrs. C. F. Wong, Mr. and Mrs. N. L. Watson, Miss Young Wai Hung, Mr. and Mrs. I. P. Yip, Mr. A. Yezai, Mr. and Mrs. Geo. W. Richardson, Mrs. J. O. Williams, Miss F. A. Williams, Miss M. B. Williams, Mr. and Mrs. J. W. A. Croises Van Uchelen, Major G. W. P. Money, and Mr. A. Carpi.

SHIPPING MOVEMENTS.

The N.Y.K. S.S. *Hakozaki Maru* (European Passenger line), left Singapore for Hongkong on June 11th, and is expected here on June 15th.
The N.Y.K. S.S. *Tokushima Maru* (Calcutta line), left Kobe for Hongkong via Manila, on June 12th, and is expected here on June 19th.
The N.Y.K. S.S. *Tango Maru* (Australian Passenger line), left Kobe for Hongkong via Nagasaki on June 11th, and is expected here on June 17th.
The S.S. *Admiral* (Blue Funnel), for Pacific ports, left Colon on the 12th inst. for this port and is due here on the 16th inst.
The S.S. *Stanley*, of the Barber Steamship Lines, Inc., arrived at Manila from New York on June 12th. She is due at Hongkong on June 20th.
The Admiral Oriental liner *President Jefferson*, which sailed from Hongkong for Manila at 5 p.m. on June 11th, arrived at that port at 7 a.m. on June 13th. She returns from Manila at 5 p.m. on June 16th, arriving here at 7.30 a.m. on June 18th, and will sail for Victoria and Seattle via Shanghai and Japan at 10 a.m. on June 20th.

VESSELS EXPECTED.

Amazon Maru (O.S.K.), due to-day.
Brunnahr (Ben), due to-day.
Elgraur (Blue Funnel), due June 26th.
Empress of Asia, due June 23rd.
East Kribor (Hugo Stearns), due June 21st.
Hakozaki Maru (N.Y.K.), due June 17th.
Hakozaki Maru (N.Y.K.), due June 18th.
Hakozaki Maru (N.Y.K.), due June 20th.
Karunika (P. & O.), due June 15th.
Kilena Maru (N.Y.K.), due July 15th.
Mulaca Maru (N.Y.K.), due June 22nd.
Mentor (Blue Funnel), due to-day.
Portier (M.M.), due 23rd June.
President Grant (Admiral Oriental), due June 22nd.
President Hayes (Dollor), due June 23rd.
Pyrrhus (Blue Funnel), due June 26th.
Rander (P.M.), due July 21st.
Shingo Maru (T.K.K.), due June 20th.
Tepesiar (Blue Funnel), due July 9th.
Telamon (Blue Funnel), due July 5th.

SAYINGS OF A WEEK.

Labour lawyers are no better than lawyers belonging to the other two parties.—Mr. Kirkwood.

What is the good of a wife if she cannot mend trousers?—Mr. Mead (Marlborough-street magistrate).

The French Government cannot abandon its claim that Russia should recognise her debts.—M. Poincaré.

If we drop calculations of immediate party advantage and bend our energies to the common task we shall accomplish by co-operation what could never be secured by snapping and snarling.—S. John Simon.



Shampoo With Cuticura And Have Healthy Hair

Regular shampoos with Cuticura Soap will keep the scalp clean and healthy. Before shampooing touch spots of dandruff and itching, if any, with Cuticura Ointment. A clean, healthy scalp means good hair.

Sale in Colon to 24, Ointment to 24 and 24. 24. Sold throughout the Empire. Cuticura Soap is sold in all the Colonies. Cuticura Soap is sold in all the Colonies.

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GenuineSee it on
every
Package

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
HAIPHONG via HOIHOW	"HINSANG"	Saturday, 14th June, 11 a.m.
MANILA	"YUENSANG"	Saturday, 14th June, 11 a.m.
SHANGHAI via SWATOW	"TUNGSHING"	Sunday, 15th June, 10 a.m.
RANGOON via SWATOW	"KWAI SANG"	Tuesday, 17th June, 2 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 17th June, 3 p.m.
TSINGTAO via SWATOW		
& SHANGHAI	"YATSHING"	Wednesday, 18th June, 10 a.m.
RANGOON via HOIHOW	"CHUNSHANG"	Wednesday, 18th June, 10 a.m.
KORE via MOU	"LAISANG"	Friday, 20th June, 7 a.m.
SHANGHAI via SWATOW	"WAI SHING"	Friday, 20th June, 10 a.m.
TIENTSIN	"CHRENGSHING"	Saturday, 21st June, Noon.
MANILA via AMOY	"SUISANG"	Saturday, 21st June, 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 22nd June, 8 a.m.
STRAITS & CALCUTTA	"KUISANG"	Tuesday, 1st July, 3 p.m.
SANDAKAN	"MAUSANG"	Wednesday, 2nd July, 1 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, as "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lutnan, Tarnu and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up to date passenger accommodation.

CALCUTTA LINE

S.S. "FOOKSANG" will be despatched on or about
Tuesday, 17th June, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

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U.K. STRAITS, CHINA & JAPAN SERVICE.

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HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENARA"	2nd July	"CARMARTHENSHIRE"	9th July	London, Rotterdam & Hamburg.
"GLENBEG"	10th July			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

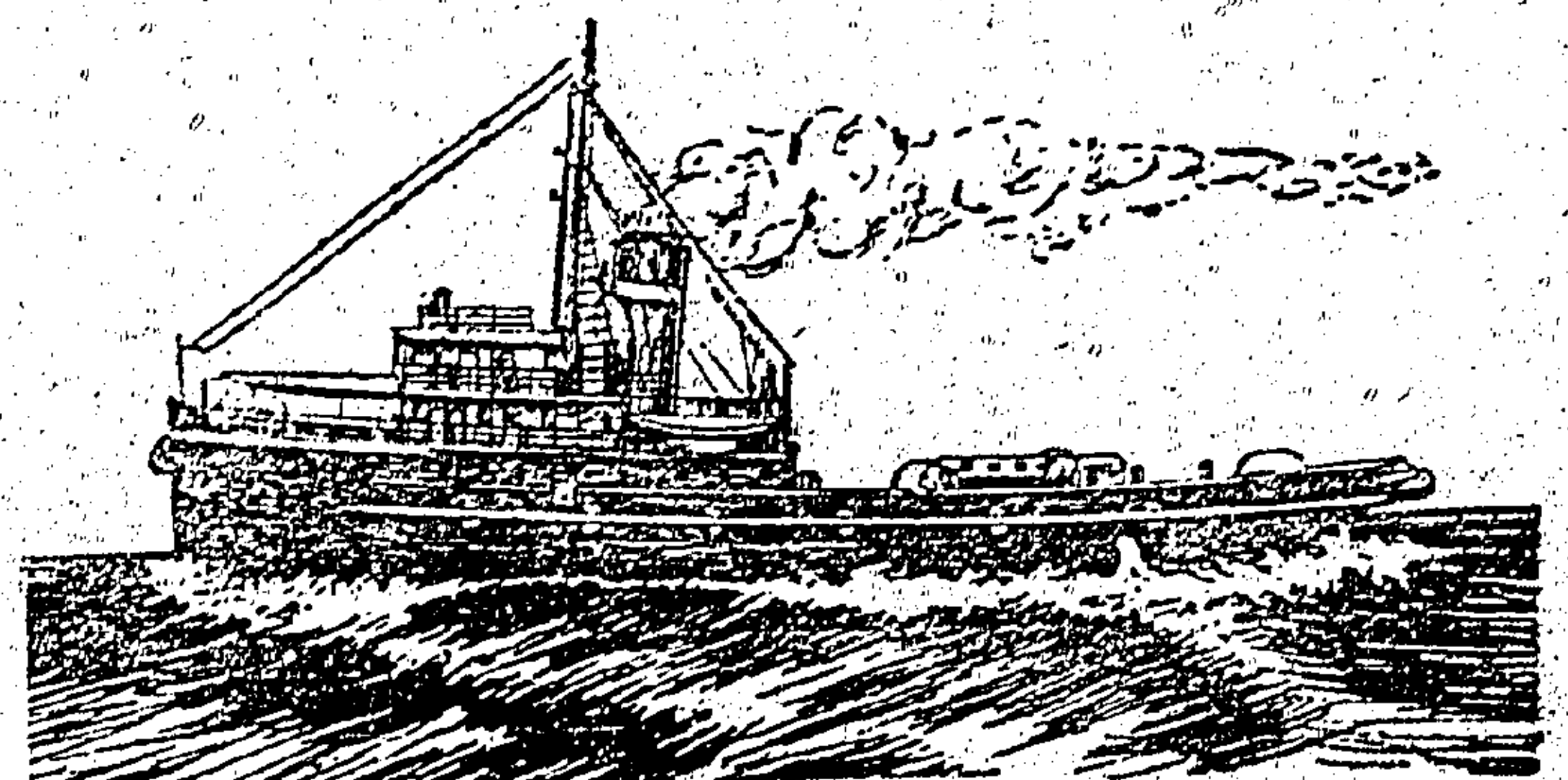
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B. M. DYER, B.Sc., M.I.N.A., WHAMPOA DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

June 12th.
Sally Maud, Danish str., 1,984 tons, Capt. C. Joha, from Chu Wang Tao, with coal, lying at buoy No. 439—Moller Co.
Sundian, British str., 3,217 tons, Capt. E. J. Thornton, R.D.R.N.R., from Bombay, with a general cargo, lying at Kowloon wharf—Mackinnon, MacKenzie & Co.
Fuel Bldg, Chinese str., 803 tons, Capt. N. Schuler, from Hongkong, with a general cargo, lying at buoy No. 435—Tung Wo & Co.
June 13th.
Amoy Maru, Japanese str., 1,821 tons, Capt. K. Takamada, from Singapore, with a general cargo, lying at buoy No. 435—O.S.R.
Ching, British str., 1,338 tons, Capt. G. E. C. Johnson, from Shanghai and Swatow, with a general cargo, lying at buoy No. 435—B. & S.
Kishu Maru, British str., 3,338 tons, Capt. C. C. Smith, from Shanghai, with a general cargo, lying at buoy No. 435—Mackinnon, MacKenzie & Co.
Kamagata Maru, Chinese str., 1,188 tons, Capt. G. L. Crawford, from Shanghai, with a general cargo, lying at C.M.S.N. Co.'s wharf—C.M.S.N. Co.
Pine Yang, British str., 1,022 tons, Capt. H. C. Kiddle, from Swatow, with a general cargo, lying at buoy No. 435—Chong Yee S.S. & Co.
Kishu Maru, British str., 1,225 tons, Capt. W. J. Andrews, from Pukow and Swatow, with a general cargo, lying at buoy No. 435—B. & S.
Sui Yang, British str., from Canton, lying at buoy No. 435—B. & S.
Tai Chi, British str., 4,055 tons, Capt. J. W. Anderson, from San Pedro, with kerosene oil, lying at Lat Chi Kok—Standard Oil & Co.
Taiyo Maru, Japanese str., 1,620 tons, Capt. K. Noguchi, from Moji, with coal, lying at buoy No. 435—Y. Sato Co.
June 14th.
Jade, for Haiphong.
Kwaning, for Kebu.
Kron, for Tientsin.
Passat, for Canton.
Saida, for Amoy.
Wah Shan, for Kwang Chow Wan.
June 15th.
Ching, for Canton.
Chibler, for Bangkok.
Chukon Maru, for Haiphong.
Hakong, for Swatow.
Kishu Maru, for Singapore.
Kishu Maru, for Haiphong.
Long Yang, for Haiphong.
Sundian, for Shanghai.
Sui Yang, for Shanghai.
Taiyo Maru, for Taiy Bay.
Tak Sang, for Swatow.
Tsimanaka, for Shanghai.
Tsundari, for Muntok.
Wong Shik Kung, for Saigon.

CLEARANCES

June 12th.
Jade, for Haiphong.
Kwaning, for Kebu.
Kron, for Tientsin.
Passat, for Canton.
Saida, for Amoy.
Wah Shan, for Kwang Chow Wan.
June 13th.
Ching, for Canton.
Chibler, for Bangkok.
Chukon Maru, for Haiphong.
Hakong, for Swatow.
Kishu Maru, for Singapore.
Kishu Maru, for Haiphong.
Long Yang, for Haiphong.
Sundian, for Shanghai.
Sui Yang, for Shanghai.
Taiyo Maru, for Taiy Bay.
Tak Sang, for Swatow.
Tsimanaka, for Shanghai.
Tsundari, for Muntok.
Wong Shik Kung, for Saigon.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
TACOMA MARU
BOMBAY via Singapore and Colombo.
SUMITRA MARU
SUENGO MARU (Calls at Penang)
BANGKOK, SAIGON via SINGAPORE.
BUSH MARU
CALCUTTA via Singapore & Rangoon.
GANGES MARU (Calls at Penang)
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
MAIA MARU
NEW YORK via Japan Ports, San Francisco and Panama.
HAYE MARU
JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
AMAZON MARU
CELESTIA MARU
AR BLA MARU
KEELUNG via SWATOW & AMOY.
KAI MARU
AMAKUSA MARU
TAKAO via SWATOW & AMOY.
KOTSU MARU
TAKAO & KEELUNG.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA.
K. SHIMA, Manager.
Telephone Nos. 484, 4089, 4090.

CHURCH SERVICES.

St. John's Cathedral—Trinity Sunday, 15th June, 1924.
Holy Communion—8 a.m.
Children's Service—10 a.m.
Matins and Evensong—11 a.m.
Holy Communion—12 noon.
Evensong and Sermon—4 p.m.
Preacher—Rev. W. H. Hewitt.

Episcopal Church (Kennedy Road)—Sunday Services, 15th June.
Sunday School at 10 a.m.
Morning Service at 11 a.m.
Hymns 135, 742, 654, 483, 335.
Subject: "If God is good why pray?"
Preacher—Rev. J. Kirk Macdonald.
Altar: Meeting at 5:30 p.m.
Evening Service at 6 p.m.
Hymns 121, 321, 138, 409, 682.
The Sermon will be by Dr. J. P. MacKie, of the Established Church of Scotland.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.

WEATHER REPORT

June 13th at 17.1—Pressure has increased slightly to moderately at all reporting stations. It remains higher over N. Japan and lower over the China Sea, the depression apparently remaining stationary.
Hongkong rainfall for the 24 hours ending at 12 hours, June 13th, 2.01 inch. "Total" since January 1st, 35.29 inches, against an average of 30.17 inches.
The forecast for the 24 hours ending at 18 hours, June 14th is as follows:

District Forecast
Formosa Channel: N. wind, moderate.
Hongkong to Gap Rock: E. wind, fresh; cloudy, rain.
South coast of China between Hongkong and Lamoucks: do.
South coast of China between Hongkong and Hainan: do.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M.

Place of Observation	1924		W. L. June 11	W. L. June 12
	Highest W. L. over recorded	Lowest W. L. over recorded		
Wachow, W. River	+78.60	-2.42	+35.0	+33.3
Kongmoon, W. River	+14.70	-0.90	+7.2	+7.2
Linkonghow, N. River	+57.00	—	+19.5	+20.5
Shinghow, N. River	+25.81	—	+8.7	+8.7
Sanshui, N. River	+27.25	-5.00	+12.6	+12.6
Shaklung, E. River	+15.15	-0.58	+3.1	+2.5

Engineer-in-Chief.



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong to Vancouver
Empress Asia July 3 July 21 Empress Scotland July 30 Aug. 6
Empress Canada July 19 Aug. 4 Minnedosa Aug. 10 Aug. 27

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
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"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE

From Hongkong	To Manila	From Manila	To Hongkong
June 25	June 27	June 28	June 30
July 2	July 25	July 26	July 28

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Freight and Express: Tel. 42. Cables: NAUTILES.

T. K. K.

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REDUCED FARE TO EUROPE. £120—£112—£110
First class throughfare. Mono class steamers on the Atlantic.
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VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS
SIBERIA MARU 20,000 tons, July 12th
TAIYO MARU 23,000 tons, July 25th
TENYO MARU 21,000 tons, August 8th
KOREA MARU 20,000 tons, August 22nd
SHINYO MARU 22,000 tons, September 4th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILLO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AERICA AND IQUIQUE.
THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.
STEAMERS
SETO MARU 14,000 tons, June 15th
RAKUYO MARU 13,500 tons, July 19th
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S.S. "LEGAZPI" 15th Sept.
S.S. "C. LOPEZ Y LOPEZ" 20th Oct.
S.S. "ISLA DE PANAY" 21st Dec.
For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.
S.S. "ISLA DE PANAY" 25th June
S.S. "LEGAZPI" 15th Aug.
S.S. "C. LOPEZ Y LOPEZ" 18th Aug.
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"PRESIDENT GRANT" July 3rd
"PRESIDENT MADISON" July 16th
"PRESIDENT MCKINLEY" July 27th
"PRESIDENT JACKSON" Aug. 8th

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SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" June 13th, at 5 p.m.
S.S. "PRESIDENT CLEVELAND" July 16th, at 5 p.m.
S.S. "PRESIDENT PIERCE" July 20th, at 5 p.m.
Sailing and Fare subject to Change Without Notice.

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HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" July 6th, at Noon.
S.S. "PRESIDENT PIERCE" July 20th, at Noon.

HONGKONG-CALCUTTA

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S.S. "LAKE GILPEN" June 20th, 1924, at 5 p.m.

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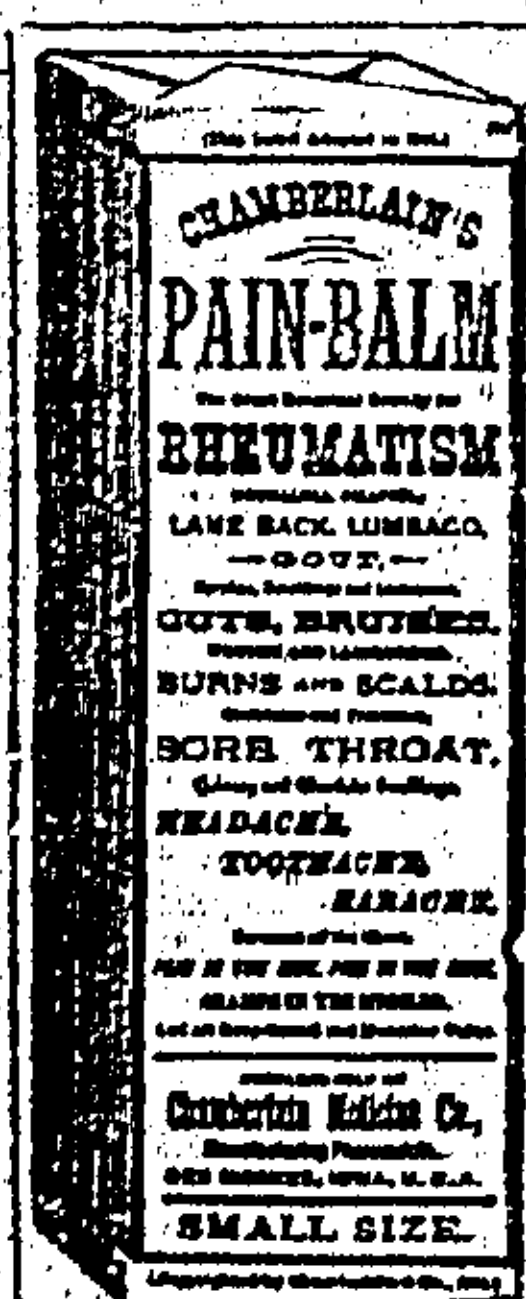
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IYO MARU Saturday, 19th July, at 11 a.m.
YOKOHAMA MARU Saturday, 30th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKONE MARU Wednesday, 18th June, at 11 a.m.
SUWA MARU Wednesday, 2nd July, at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.
DAKAR MARU Thursday, 10th July.
LIVERPOOL via MARSEILLES & VALENCIA.
TOYOHASHI MARU Wednesday, 18th June.
SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU Wednesday, 18th June, at 11 a.m.
YOSHINO MARU Wednesday, 18th June.
NEW YORK & BOSTON via PANAMA.
TATSUNO MARU Saturday, 5th July.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU Wednesday, 2nd July.
BOMBAY via Singapore & Colombo.
CALCUTTA MARU Sunday, 20th June.
CALCUTTA via Singapore, Penang & Rangoon.
TOKU-HIMA MARU Thursday, 19th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Thursday, 10th July.
SHANGHAI, KOBE & YOKOHAMA.
HAKOZAKI MARU Monday, 16th June.
DARSAN MARU Friday, 20th June.
HAKUSAN MARU Tuesday, 1st July.
For further information, apply to—
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Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



Chamberlain's Pain Balm

Cures

Rheumatism, Lame Back,
Pains in the Side and Chest,
Burns, Scalds,
Sore Muscles, Headache, Toothache,
Cuts and Bruises.

Sold Everywhere.

THE RED HAND

COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms,
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
SOLE AGENTS.

[1122]

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF AFRICA" ... 10th June ... Marseilles, London, Hamburg & Hail
"CITY OF TOKIO" ... 14th July ... Do.

PASSENGER SERVICE.

"CITY OF LAHORE" ... 25th Oct ... Shanghai and Japan
"CITY OF LAHORE" ... 7th Dec ... Marseilles, London, etc.

FARES TO LONDON.

1st Class "A" ... 131. "B" ... 147. 2nd Class "A" ... 69. "B" ... 85.
"C" ... 103. "D" ... 98.
Cargo Steamers: Saloon Passage 262.

For further particulars, apply to—**THE BANK LINE, LTD.**
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"MENELAUS" ... via Suez Canal ... 21st June.
"CITY OF SHANGHAI" ... via Suez Canal ... 1st July.
"CYCLOPS" ... via Suez Canal ... 11th July.
"CITY OF DUNKIRK" ... via Suez Canal ... 21st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. **HOLYOAK, MASSEY & CO., LTD., CANTON.**

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkkg. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	...	...	22nd June
ANVERS	...	...	6th July
PORTHOS	22nd May	23rd June	20th July
AMAZON	5th June	7th July	3rd Aug.
ANGKOR	19th June	21st July	17th Aug.
AYAY LA RIDEAU	3rd July	10th Aug.	31st Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 2 33. 0s. 0d. B CLASS (1st Class) ... 2 33. 0s. 0d.
STEAMERS 12nd ... 2 38. 0s. 0d. STEAMERS 12nd ... 2 38. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LAGNE COMMERCIALES (CARGO BOATS).

"MIN" ... loading for HAYRE, ANTWERP

& DUNKIRK about

"MIN" from DUNKIRK, LONDON & HAYRE is due

to arrive End of June.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
1, Queen's Building.
Telephone: Central 740.
2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

SHANGHAI ... Capt. W. O. Passmore ... 17th June, at 4 p.m.
HAIHONG ... Capt. Ellis Walker ... Friday, 20th June, at 3 p.m.
HAIFOONG ... Capt. W. S. Turnbull ... Tuesday, 24th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "ROMAN PRINCE" ... 18th June

S.S. "EASTERN PRINCE" ... 1st July

S.S. "GAELIC PRINCE" ... 18th July

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
St. George's Building
Telephone: Central 3185.
Telegrams: Furnprince

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

[NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,840	14th June, Noon	Mars., London & Antwerp.
"MOREA"	10,811	23rd June	do.
"KIDDERPORE"	5,334	30th June	S'pore, Penang, Colombo & B'way.
"SOUDAN"	6,698	7th July	S'pore, Penang, Colombo & B'way.
"KARMA"	10,311	12th July	Mars., London & Antwerp.
"MALWA"	8,062	20th Aug.	do.
"DEVANHA"	6,813	22nd Aug.	S'pore, Penang, Colombo & B'way.
"SUDIA"	6,254	30th Aug.	Mars., London & Antwerp.
"JANTUA"	10,802	23rd Aug.	do.
"NAGUVA"	6,684	30th Aug.	S'pore, Penang, Colombo & B'way.
"SARDINIA"	5,110	4th Sept.	Mars., London & Antwerp.
"KALYAN"	11,430	23rd Sept.	do.
"KASHMIR-HIND"	8,963	4th Oct.	do.
"KASHMIR"	8,963	12th Oct.	do.
"MOREA"	10,811	1st Nov.	do.
"KASHGAR"	8,840	15th Nov.	do.
"MALWA"	8,062	23rd Nov.	do.
"KARMA"	10,311	14th Dec.	do.

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	17th June, 1 p.m.	Singapore, Penang & Colombo.
"TALMA"	10,000	14th June	Singapore, Penang & Calcutta.
"JAFAN"	6,062	28th July	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"AKAFURA"	6,000	23rd July	Manila, Sandakan, Thursday
"ST. ALBANS"	4,000	30th July	Manila, Sandakan, Friday
"KASHMIR"	8,963	17th Aug.	Manila, Sandakan, Saturday

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"JAPAN"	6,052	15th June, D.L.	Amoy, Nagasaki, Moji & Kobe.
"KARMA"	10,311	18th June, 4 p.m.	Amoy, Nagasaki, Moji & Kobe.
"TANDA"	6,956	26th June	Amoy & Kobe.
"MALWA"	8,062	27th June	Amoy, Nagasaki, Moji & Kobe.
"ST. ALBANS"	4,000	5th July	Amoy & Kobe.
"DEVANHA"	6,813	11th July	Amoy, Nagasaki, Moji & Kobe.
"TAKADA"	6,949	21st July	Amoy & Kobe.
"MANUVA"	10,802	22nd July	Amoy, Nagasaki, Moji & Kobe.
"NAGUVA"	6,813	28th July	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR"	8,963	31st July	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR-HIND"	8,963	2nd Aug.	Amoy & Kobe.
"KASHMIR"	8,963	8th Aug.	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR-HIND"	8,963	22nd Aug.	Amoy & Kobe.
"KASHMIR"	8,963	30th Sept.	Amoy & Kobe.
"KASHMIR-HIND"	8,963	17th Sept.	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR"	8,963	3rd Oct.	Amoy & Kobe.
"KASHMIR-HIND"	8,963	4th Oct.	Amoy & Kobe.
"KASHMIR"	8,963	18th Oct.	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR-HIND"	8,963	1st Nov.	Amoy & Kobe.
"KASHMIR"	8,963	15th Nov.	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR-HIND"	8,963	29th Nov.	Amoy & Kobe.
"KASHMIR"	8,963	6th Dec.	Amoy, Nagasaki, Moji & Kobe.
"KASHMIR-HIND"	8,963	13th Dec.	Amoy, Nagasaki, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own hotel expenses at Singapore while waiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 14th June, 2 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 14th June, 4 p.m.
SWATOW & SHANGHAI	"WUHU"	On 15th June, 2 p.m.
SHANGHAI	"PAKHOT"	On 15th June, 4 p.m.
SHANGHAI & NEWCHANG	"THE VINCI"	On 15th June, 5 p.m.
AMOT & SHANGHAI	"SICHUAN"	On 15th June, 2 p.m.
SWATOW & BANGKOK	"KINGCHOW"	On 15th June, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 15th June, 2 p.m.
SHANGHAI	"KIUKIANG"	On 15th June, 4 p.m.
AMOT, SWATOW & SINGAPORE	"KWEIFANG"	On 22nd June, 2 p.m.
SWATOW & BANGKOK	"KALGAN"	On 23rd June, 2 p.m.
HOIHOW, PAKHOT & HAIPHONG	"TAMING"	On 27th June, 10 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUIHONG"	On 28th June, 2 p.m.
SWATOW & BANGKOK	"KWANTUNG"	On 1st July, 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 2nd July, 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation antilships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**

Telephone Central 38. Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Sails for Kobe, Osaka, Yokohama & Moji.
"KOT"	28th June	29th June
Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thais, Ta. & Aus. Ports.
"TAIYUAN"	5th July	10th July

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—**BUTTERFIELD & SWIRE,**

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DODWELL & CO., LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "MUNCASTER CASTLE" ... Sails about 28th July.

S.S. "KENDAL CASTLE" ... Sails about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "GERANIA" ... Sails about 20th June.

S.S. "ROSANDRA" ... Sails about 3rd July.

S.S. "BRENTA" ... Sails about 20th July.

S.S. "VENEZIA" ... Sails about 3rd August.

S.S. "LACONIA" ... Sails about 19th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "SILVIO PELLICO" ... Sails about 4th July.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "GERANIA" ... Sails about 5th August.

S.S. "ROSANDRA" ... Sails about 8th August.

S.S. "BRENTA" ... Sails about 5th September.

S.S. "VENEZIA" ... Sails about 8th September.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1000. Agents.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST CARMONA" ... Due Hongkong 17th June

U.S.S. "WEST MONTOP" ... Due Hongkong 20th June

U.S.S. "WEST MONTOP" ... Due Hongkong 8th July

U.S.S. "WEST MONTOP" ... Leave Hongkong 10th July

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.

THROUGH BILLS OF LADING ISSUED TO U.S.

AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST CAJOOT" ... Due Hongkong 2nd July

U.S.S. "WEST CAJOOT" ... Leave Hongkong 4th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR SINGAPORE, ZAMBOANGA, CEBU AND MANILA.

U.S.S. "WEST MONTOP" ... Due Hongkong 15th June

U.S.S. "WEST MONTOP" ... Leave Hongkong 14th June

For Full Information, Apply to—

STRUTHERS AND BARRY,

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building
Phone No. Central 3008.
G. P. BEADFORD,
Res. Agent.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

For CANTON
For HAIPHONG via Hoihow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office
No. 37, Bonham Strand West.
Tel. Central No. 155.
S. MITARAI, Agent.
Top Floor King's Building.
Tel. Central Nos. 140 & 445.

AN UNQUALIFIED SUCCESS

The *Capstan*
de Luxe

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Telegraphic Transfer	...	3/4
Bank Bills, on demand	...	3/4 13/16
Bank Bills, at 30 days' sight	...	—
Bank Bills, at 4 months' sight	...	2/5
Credits, at 4 months' sight	...	2/5
Documentary Bills, 4 months' sight	...	2/5 1/2
ON PARIS.		
Bank Bills, on demand	...	9-5
Bank Bills, 4 months' sight	...	10-5
ON NEW YORK.		
Bank Bills, on demand	...	51 1/2
Credits, at 30 days' sight	...	53 1/2
ON BOMBAY.		
Telegraphic Transfer	...	189 1/2
Bank Bills, on demand	...	
ON CALCUTTA.		
Telegraphic Transfer	...	189 1/2
Bank Bills, on demand	...	
ON SHANGHAI.		
Bank Bills, at sight	...	nom.
Private, 30 days' sight	...	
ON YOKOHAMA — On demand	...	125
ON MANILA — On demand	...	104 1/2
ON SINGAPORE — On demand	...	103
ON BATAVIA — On demand	...	142
ON PHRANOVA — On demand	...	nom.
ON SAKAI — On demand	...	nom.
ON BANGKOK — On demand	...	7 1/2
SOVEREIGN, Bank's Buying-rate	...	8 1/2
GOLD LEAF, 100 fine, per tael	...	49.20
RAW SILVER, per oz.	...	3 1/16

QUAL

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Capstan de Luxe
are manufactured in England of the finest Virginia Tobacco.
Sold by all High-Class Tobacconists.

30 CIGARETTES
Capstan de Luxe
Cigarettes
W. D. & H. O. WILLS
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This advertisement is issued by the United American Tobacco Co., New York, N. Y.

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BANKING CORPORATION.**

Head Office: Hongkong.

Authorised Capital	...	£50,000,000
Landed and Fully Paid-up	...	£20,000,000
Reserve Funds	...	"
Sterling	...	24,500,000
Silver	...	£25,50,000
Reserve Liability of Proprietors	...	£20,000,000

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Hongkong, 7th May, 1924. [37]

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HONGKONG, ВЛАСТЬ,
B. KONDOR,
Manager.

Every description of Banking and Exchange
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REMARKS: - [Illegible]

the 1990s, the number of people in the world who are under 15 years of age is expected to increase by 1.5 billion, from 1.1 billion in 1990 to 2.6 billion in 2010. The number of people aged 65 and over is expected to increase by 1.1 billion, from 0.4 billion in 1990 to 1.5 billion in 2010. The number of people aged 15-64 is expected to increase by 1.1 billion, from 1.1 billion in 1990 to 2.2 billion in 2010. The number of people aged 65 and over is expected to increase by 1.1 billion, from 0.4 billion in 1990 to 1.5 billion in 2010. The number of people aged 15-64 is expected to increase by 1.1 billion, from 1.1 billion in 1990 to 2.2 billion in 2010.